United States Court of Appeals

for the Second Circuit

APPENDIX

77-7174

77-7174

UNITED STATES COURT OF APPEALS
FOR THE SECOND CIRCUIT

UNITED STATES COURT OF APPEALS
FILED
AUG 8 1977
A. DANIEL FUSARO, CLERK
SECOND CIRCUIT

FRANCES JOY CAPERS, et al.,

Plaintiffs-Appellants,

against

LONG ISLAND RAILROAD, et al.,

Defendants-Appellees.

On Appeal from the United States District
Court for the Southern District of New York

JOINT APPENDIX

VOLUME III -- EXHIBITS
Pages A-631 -- A-828

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PAGINATION AS IN ORIGINAL COPY

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* This document, although not part of the Record on Appeal stipulated to by the parties, was before the Court below and is reproduced herein at the request of the appellee.

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EXHIBITS TO 1975 PROCEEDINGS
OF U. S. DISTRICT COURT HELD
ON OCTOBER 1-3, 7, 10 AND
NOVEMBER 11, 1975

(Pages A- 633 to A- 727 following)

PLAINTIFF

USA 234-775
(ED. 4-23-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

OCT 8 1974

SEP 20 1974

FPI-NI—4-8-74-30M-2001

A-633

187-15 Nashville Blvd.
Springfield Gardens, N.Y.
August 2, 1967

Mr. A.B. House, Trainmaster
Long Island Rail Road Company
Jamaica Station Building
Jamaica, N.Y. 11435

Dear Sir:

Please accept this as a formal application for training as assistant station master. It has become apparent to me that the age of some of our men, the modernisation and expansion of our rail road, and other factors makes it highly necessary to prepare men with basic qualifications to move up into the seats of those who will be leaving or into newly created jobs. Growth is clearly our companies main and most immediate objective. With your help and understanding , I shall be able to make a contribution toward that goal.

The following will give you some insight into my background and personality: I completed my high school work after returning from World War II, by attending night school. I graduated with honors and was given a four year scholarship to C.C.N.Y., School of Business Administration. At this time I acquired a job with Penn. Rail Road and registered for classes at C.C.N.Y. approximately thirteen years ago with the hope of being able to do both. After about two years of struggling I was forced to give up college.

Having to earn a living for my family and self, I continued to work for Penn. R.R. until we were transferred over to the Long Island R.R. about three years ago. Since transferring I have worked as the evening train announcer at Penn Station for about eight months; I worked at the Brooklyn Station about a year and a half; and at Jamaica Station I worked as west bound announcer of trains almost a year. Currently I am back at Penn. Station as the daytime announcer.

I am interested not only in preparation for Assistant Station Master, but in any other transportation course that will prepare me for future advancement. I would appreciate your favorable consideration of this matter.

Thank you.

Very truly yours,

Edward E. Harris

Edward E. Harris

P.S.
Attached to this letter is a resume of my professional background which covers the period prior to my return to school.

Copies of this letter have been sent to Mr. B.W. Bower, Mr. Joe Valder, and Mr. W.E. Hoffman.

A-634

The Long Island Rail Road

J. E. WALDER
TERMINAL SUPERINTENDENT

PENNSYLVANIA STATION
NEW YORK, N.Y. 10001

TELEPHONE
212-484-2610

PLAINTIFF

USA 334-475
(ED. 4-[illegible]-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.
3
OCT 8 1975
SEP 20 1974

FPI-NI—4-8-74-30M-2001

January 17, 1968

Mr. E. E. Harris
Usher
Penn Station, New York

Dear Ed:

It is my sincerest pleasure to inform you that you have passed the minimum qualifications for the position of Assistant Station Master, Penn Station, New York.

Effective immediately, you will be placed on our Extra List. You will work on a probationary basis for 30 working days prior to a permanent qualification. You will be advised when this position is open.

Congratulations and lots of luck.

Warmest personal regards,

J. E. Wainwright

J. E. Wainwright
Terminal Superintendent

RWM:lw

A- 635

Penn Station, New York
November 21, 1968

F. E. Harris
Usher, New York

Congratulations on your passing the Jamaica and Flatbush Avenue Assistant Station Master test.

Would you please sign the attached form in the space provided and return it to me.

C. W. Vil
R. W. M.

PLAINTIFF

USA 336-475
(ED. 4-23-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

OCT 2 1975

SEP 20 1974

FPI-NI—4-8-74-30M-2001

bcc: E. Zemm
H. L. Stewart
R. L. Stokes

A- 636

THE LONG ISLAND RAIL ROAD

OFFICE OF SUPERINTENDENT - TRANSPORTATION

September 1, 1972

To: J. C. Valder

From: R. F. Moore

Subject: Pay adjustment to Extra Assistant Station Master, E. M. Harris.

E. M. Harris, TWU 10928, Extra Assistant Station Master, worked in Penn Station as an Assistant Station Master during the following periods.

August, 1969	-	25 days
September, 1969	-	13 "
October, 1969	-	8 "
November, 1969	-	7 "
December, 1969	-	4 "
January, 1970	-	10 "
Total	-	67 days

He was paid a daily rate of $ 38.59 on each of these 67 days. He should have been paid a daily rate of $ 42.00 which was the rate in effect at Jamaica and Brooklyn during this period.

Rate in effect:	$ 42.00 per day
Rate paid E.M. Harris:	38.59 per day
Balance due:	$ 3.41 per day

$ 3.41 X 67 days = $ 228.47

Would you please arrange to issue a separate pay voucher in this amount, forwarding same to R. F. Peterson, Superintendent-Personnel, for handling.

J. C. Valder
Superintendent - Transportation

JCV:va

BEST COPY AVAILABLE

A-637

September 8, 72

167.14

8/30/72 - 9/5/ 72

THE LONG ISLAND RAIL ROAD COMPANY

STATEMENT OF PAY ORDER ISSUED

NAME

☐ ADVANCE VACATION ☐ OTHER

DIVISION | DEPARTMENT | EMPLOYEE NUMBER | I.C.C. CODE

OCCUPATION | ADJ. CODE | RATE CODE | DATE

WK NO	DAYS	GROSS WAGES	TAXES FEDERAL	TAXES STATE	TAXES RETIREMENT	SAVINGS	LOANS	BONDS	CREDIT UNION	UNION DUES	OTHER	NET PAY
TOTALS												

REASON FOR PAY ORDER:

14735
CHECK NUMBER

9/8/72
DATE

SIGNATURE OF EMPLOYE RECEIVING CHECK

A- 638

CRESTWOOD PAPER COMPANY, INC.
263 NINTH AVENUE
NEW YORK, N. Y. 10001
ALgonquin 5-5522

E. T. Harris

Report to John Green
on Thursday Aug. 1, 1974
at 9:00 AM
for Book of Rules.

J. J. Gaynor
7/22/74

PLF. Peters EX. 7
WIT.
DATE 9/5/74 IVB
FOR ID
BAR ASS'N. REPORTING SERVICE

PLAINTIFF

USA 336-476
(ED. 4-23-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

OCT 8 1975

FPI-W1—8-9-74-30M-2001

A- 639
PLAINTIFFS

-30-74

EX 7A

OCT 2 1975

Mr J. Gaynor
LIRR. Terminal Supt.
Penna. Sta. N.Y.

Joe,
My relief days are on Sundays and Mondays. Working nights, this means that the only days I could possibly keep myself awake in a Book of Rules Class would have to be on a Monday or possibly tuesday. As you have me Sceduled now, you would have to give me tonight, wednesday 7-31-74 off. It would be impossible for me to stay awake otherwise! Please give this your immediate Consideration. thank you.

E.E. Harris

A 640

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

August 13, 1974

From: L. J. Rizzacasa, Terminal Trainmaster

To: E. E. Harris, Assistant Station Master

Subject: Book of Rules Class

Arrange to report to Mr. J. T. Greer, Manager Transportation Rules and Procedures on Wednesday, August 21, 1974, at 9:00 a.m. for re-examination on the Book of Rules.

L. J. Rizzacasa

L. J. Rizzacasa
Terminal Trainmaster

LJR:lg

PLF. Peters DEF. EX. 6 ANSWER | FOR ID
WIT.
DATE 9/5/74 10:00
BAR ASS'N. REPORTING SERVICE

PLAINTIFF

USA 334-573
(ED. 4-23-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.
8
OCT 2 1975

FPI-NI—6-8-74-30M-2001

A-641

DO NOT START EXAMINATION UNTIL TOLD TO DO SO

READ ALL INSTRUCTIONS CAREFULLY BEFORE STARTING TEST

INSTRUCTIONS:

1. USE BLUE OR BLACK INK.

2. SIGN YOUR NAME, IBM# AND DATE ON EACH SHEET.

3. READ EACH QUESTION CAREFULLY AND FOLLOW INSTRUCTIONS.

4. IN ANSWERING MULTIPLE CHOICE QUESTIONS YOU MUST WRITE THE ANSWER IN THE BLANK SPACE PROVIDED. WHERE THERE IS NO SPACE PROVIDED, CIRCLE THE CORRECT ANSWER.

5. TRUE OR FALSE QUESTIONS MUST BE ANSWERED BY CIRCLING THE CORRECT ANSWER.

6. ALL OTHER QUESTIONS, WRITE YOUR ANSWER IN THE BLANK SPACE PROVIDED BELOW THE QUESTION.

7. EACH QUESTION HAS A FOUR (4) POINT VALUE.

8. THE HIGHEST POSSIBLE GRADE IS 100%. PASSING GRADE IS 75%.

9. IF ANY CHANGE IS MADE IN ANSWERING A QUESTION, IT MUST BE INITIALED.

NAME [illegible] DATE 7-21-74 IBM# 1572

EXAMINATION ON THE BOOK OF RULES A-642

ASSISTANT STATION MASTER

Write the definitions of the following terms as shown in the Book of Rules:

1. Engine A unit or mechanical units which produce energy and measures up to RR standard.

2. Pilot any Railroad Employee designated by Railroad Official to assist an Engr. or Cond. who is inexperience.

3. Slow Speed 15 MPH.

NAME [illegible] DATE 8-21-74 IBM 15925

PEASM-2

A-643

X 4. Interlocking A series of block signals in a certain sequence

X 5. Extra Train A train which is generally used to assist a Double Train.

6. In case of doubt or uncertainty the Caution course must be taken.

NAME [illegible] DATE 8-21-74 JBM5 19725

If a train finds a fusee burning red on its track it must:

1-644

a. Proceed at medium speed.

b. Proceed at restricted speed.

c. Stop, extinguish the fusee and proceed at reduced speed.

d. Stop and proceed at restricted speed. ✓

E.H.

8. Describe the motion to be used in giving a hand signal to stop a train.

Move lamp from left to right and right to left, in a horizontal manner

9. What do the following engine whistle signals mean?

SOUND	INDICATION
a. ooooo	a. Signal for car to stop
b. oooo	b. Car Inspector signal

10. Who is in charge of all main tracks?

Supt. of Transportation

NAME E. Harris DATE 8-21-44 ITEM 15928

11. If the headlight of a train fails enroute, what must be done?

Hang a lantern out front and call DM for instructions

12. What will a train display to the rear by day if it is not equipped with fixed electric markers?

A lamp and flag

13. What does a blue signal displayed at one or both ends of a car, engine or train indicate?

Men are working thereat

14. If an interlocking signal cannot be changed from stop indication, a train must not pass without _____.

a. verbal permission

b. a hand signal

c. "C" Card or Train Order

NAME [illegible] DATE 5-21-74 IBM# [illegible]

A-646

X 15. The ringing of the engine bell when an engine is standing would indicate

Engine [illegible]

X 16. List the equipment to be carried by a flagman as follows:

Day Signals: Fusees 10 and torpedoes 20

Night Signals: fusees 10 and torpedoes 20

17. Yard tracks are in charge of Yard masters.

X 18. What is the maximum authorized speed for a train in Brook interlocking?

60 M.P.H.

NAME [illegible] DATE 8-21-74 IBM [illegible]

A 647

19. Whose authority would be needed before a train could leave a terminal with a defect?

Supt of Transportation or designated officers.

20. If you observed a defect that could endanger a train leaving your station, who would you notify?

By Radio, the Conductor 204.

21. Who is an Assistant Station Master's immediate supervisor?

The Station Master.

22. What authority would a train with a speed control failure need to leave Flatbush Avenue?

204

NAME [illegible] DATE 8-21-74 IBM# 15975

A-648

23. A train must not make a reverse move within an interlocking without _____ or _____.

24. Timetable schedules unless fulfilled, are in effect for _____ hours.

a. 8

b. 10

c. 12

d. 24

None of the above. Are in effect until timetable changes.

25. If a position light signal was displaying stop, how would the bulbs be situated?

Horizontally.

NAME _____ DATE _____ IBM# _____

PLFS' EX 1 FOR ID (LANDSBERG)
NS
9/23/75

A-649

9/11/75

Bob-

Joe wants you to watch arrival time of 1611 which turns for PWA 648. If 1611 is late use 805 in equip on 16 for PWA 648 crew should be setting on that equip but check and make sure if 1611 is late by Harold or Gene don't wait make change. Alert crew of PWA 648 that the equip on 16 may be this train.

Gene

Form 100 (Revised) 1968
OMB 100-134-R0002
100-135

EQUAL EMPLOYMENT OPPORTUNITY
EMPLOYER INFORMATION REPORT EEO-1

650

JOINT REPORTING COMMITTEE
- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance
- Plans for Progress Program

PART II—REPORTING UNIT REPORT

Part II must be completed and filed in duplicate by all employers required to submit employment data (all who have answered "Yes" to any one of questions 1, 2, 3, or 4 of Section B on Part I—Company Report). A separate Part II must be filed for each Reporting Unit of a Multi-establishment Employer, including a Part II Consolidated Report summarizing the data for the entire company. A Single-establishment Employer must file one Part II with its Part I form. A list of Reporting Units for which reports were filed last year is enclosed with the forms mailed to all Multi-establishment Employers. The list contains a 6-digit EEO-1 Control Number that has been assigned to each Reporting Unit. For Single-establishment Employers the EEO-1 Control Number is shown on the address label attached to the first Part I form.

Section F—REPORTING UNIT IDENTIFICATION

See instructions (To be answered in full. Insert EEO-1 Control Number assigned to this Reporting Unit in Item 1c. If this is a new Reporting Unit, write "New Unit" in 1c. Leave 1c blank only if you did not file last year.) — OFFICE USE ONLY

7b, 8, 9b(1) 1. Reporting unit for which this report is filed. (If a combined report covering two or more units, please indicate and identify the area covered by the combined report.) — j.

a. Name of reporting unit: Long Island Rail Road Company — k.

Address (Number and street): Jamaica Sta. Bldg. | City or town: Jamaica | County: Queens | State: New York | ZIP code: 11435 — l.

11l, 11m b. Employer Identification No. 1 1 6 0 0 2 5 0 2 W | c. EEO-1 Control No. 4 0 1 0 4 1 — m.

Section G—EMPLOYMENT DATA

1. Employment of this reporting unit—Report all permanent, temporary, or part-time employees unless specifically excluded as set forth in section 11l of the instructions. Enter the appropriate figures on all lines and in all columns. (See section 9b(2) of the instructions on how to fill out this table, and section 10 for a description of the job categories.) In columns 1, 2, and 3, include all employees in the reporting unit, not merely those in minority groups.

1, 2, 3, 14 / 9b(2) / 10 Job categories	ALL EMPLOYEES Total (Col. 2+3) (1)	Male (2)	Female (3)	MINORITY GROUP EMPLOYEES Male: Negro (4)	Oriental [1] (5)	American Indian [1] (6)	Spanish Surnamed American [1] (7)	Female: Negro (8)	Oriental [1] (9)	American Indian [1] (10)	Spanish Surnamed American [1] (11)
1 Officials and managers	222	222	0	1					1	13	
2 Professionals	85	83	2	4					6	2	
3 Technicians	102	102							0	10	2
4 Sales workers	18	18							0	15	1
5 Office and clerical	793	597	196	26	1		2	2	32	31	42
6 Craftsmen (Skilled)	2895	2885	10	165	2	1	14	3	15	11	9
7 Operatives (Semi-skilled)	1475	1473	2	75	1		2	2	20	11	2
8 Laborers (Unskilled)	944	863	81	254			13	34	301	209	3
9 Service workers	287	281	6	117			1	5	123	4	7
TOTAL →	6821	6524	297	642	4	1	32	46	1		1
Total employment from previous report (If any)											

(The data below shall also be included in the figures for the appropriate occupational categories above)

On-the-job trainees [2]	White collar											
	Production	18	18		4							

[1] See explanation of "minority group identification" in section 9b(2) of the instructions. The term, "Spanish Surnamed American," includes all persons of Mexican, Puerto Rican, Cuban, or Spanish origin. The term, "American Indian," does not include Eskimos and Aleuts.

[2] Report only employees enrolled in formal on-the-job training programs.

OFFICE USE ONLY

n o p q r s

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A651

Section G—EMPLOYMENT DATA—Continued

Please note that in this year's report, the line requiring employment data for apprentices has been deleted from the table on the reverse side and replaced by Apprenticeship Schedule A.

a. Does this Reporting Unit employ apprentices?
1 ☒ Yes 2 ☐ No

b. If "Yes," is Apprenticeship Schedule A attached?
1 ☒ Yes
2 ☐ No—Apprentices were reported earlier on Apprenticeship Information Report EEO-2
3 ☐ No—other reason (explain in Section I "Remarks").

3. How was information as to race or ethnic group in section G1 obtained?
9b(2) Please note that these data may be obtained by visual survey or post-employment records. Neither visual surveys nor post-employment records are prohibited by any Federal, State or local law. All specified data are required to be filled in by law.
1 ☐ Visual Survey
2 ☐ Employment Record
3 ☒ Other—Specify Post employment identification.

4. Dates of payroll period used—You should report employment data at the reporting unit during the payroll period in December, January or February. Multi-establishment employers need not use the same payroll period for all units.
2-21-68 to 2-28-68

5. Date of last report submitted for this reporting unit
2-67
☐ No report filed for this unit last year.

6. Are there any employee facilities (i.e., drinking fountains, rest rooms, recreational areas, lunchrooms, etc.) at this reporting unit which are provided for employees on a facility separate basis?
1 ☐ Yes
2 ☒ No

Section H—REPORTING UNIT INFORMATION

9b(3), 11k, 11l 1. Indicate by marking in the appropriate box the unit for which this copy of the form is submitted (MARK ONLY ONE BOX).

(1) ☒ Single-establishment Employer—has no more than one establishment.

(2) ☐ Companywide Consolidated Report of Multi-establishment Employer. (Filing of a consolidated Part II for the entire company is required. Do not file a consolidated report for Apprenticeship Schedule A.)

(3) ☐ Principal or headquarters office. (A separate report is required in all cases.)

(4) ☐ Individual establishment at one location only. (Separate report required unless special rules apply.)

8a–c, 11p, 11q The following are designated Combined Reporting Units and are described in Section 8e of the instructions. If you check one of these, your Part II report must include an attachment giving the address and total employment of each establishment covered by the report. Note that (5) through (8) may be applied to establishments in the Wholesale Trade, Finance, Insurance, Real Estate, and Service Industries, regardless of size, as well as establishments with less than 50 employees in other industries.

3e, 11s, 11v (5) ☐ Combined unit of two or more establishments located in a Designated City.

(6) ☐ All establishments in the same Standard Metropolitan Statistical Area.

11s, 15, 16 (7) ☐ All establishments in the same Standard Metropolitan Statistical Area excluding those located in the Designated City of _____

(8) ☐ Only those establishments in the same Standard Metropolitan Statistical Area located in the State of _____

(9) ☐ Combined unit of two or more establishments located within the same State outside of any Standard Metropolitan Statistical Areas.

(10) ☐ Combined "small establishment report" of units located in two or more States and qualifying for special reporting method. (List showing employment figures by occupation and State must be attached as instructed.)

(11) ☐ Combined reporting unit of establishments on basis other than in (5)–(10). Prior written permission from the Joint Reporting Committee for a Special Reporting Procedure must be obtained to report in this manner.

(12) ☐ Other—Explain.

2. If you have marked (1), (3) or (4) above—is the location of the establishment the same as that reported last year?
9b(3)(b) 1 ☒ Yes 2 ☐ No 3 ☐ No report last year

3. Is the major activity at this reporting unit the same as that reported last year?
1 ☒ Yes 2 ☐ No 3 ☐ No report last year

OFFICE USE ONLY

4. What is the major activity of this reporting unit? (Be specific, i.e., manufacturing steel castings, retail grocer, wholesale plumbing supplies, title insurance, etc. Include the type of product or type of service provided. "Manufacturing," "Wholesale," "Retail," "Processing," "Sales," etc., are not sufficient.)
9.b(3)(c), 11r Railroad

Section I—REMARKS

Use this item to give any Identification data appearing on last report which differs from that given above, explain major changes in employment, changes in composition or reporting units, and other pertinent information.

Section J—SIGNATURE AND IDENTIFICATION (To be answered by a designated official of the Reporting Unit)

9b(4) Please note that the signature of a responsible Reporting Unit official is not required if all Part II reports are prepared at headquarters and signed for in Part I. In that event, check the designated box in place of the signature. All other information in this Section must be completed.

Name (Signature) [signature] Date 4-25-68

Check here if signed for by a company headquarters official in Part I ☐

Name (Type or print)	Address (Number and street)		Telephone		
W. E. Hoffmann	Jamaica Sta. Bldg.		Area code	Number	Extension
Title	City and State	ZIP code	212	JA-6-0900	655
Supervisor - Personnel	Jamaica, New York	11435			

WILLFULLY FALSE STATEMENTS ON THIS REPORT ARE PUNISHABLE BY LAW, U.S. CODE, TITLE 18, SECTION 1001

See section 2 of instructions for penalties for failure to file

BEST COPY AVAILABLE

1967

A-652

Standard Form 100 (Revised)
January 1969
Approved 40B-124-k0002
100-106

EQUAL EMPLOYMENT OPPORTUNITY
EMPLOYER INFORMATION REPORT EEO-1

1969

JOINT REPORTING COMMITTEE
- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance
- Plans for Progress Program

PART I—COMPANY REPORT

See Instructions

Section A—COMPANY IDENTIFICATION (To be answered by all employers)

OFFICE USE ONLY

1. Name of Company for which this report is filed

7a, 9a(1) Long Island Rail Road

Address (Number and street): Jamaica Station | City or town: New York | County: Queens | State: N.Y. | ZIP code: 11435

11l, 11m b. Employer Identification No. 1 1 6 0 0 2 5 0 2 | c. Office Use Only

2. Parent or affiliated company. (Answer only if your company is a separate corporate entity owned or controlled by, or affiliated with another employer.)

9a(1) a. Name of parent or affiliated company | b. Employer Identification No.

11i, 11j Address (Number and street) | City or town | County | State | ZIP code

Section B—EMPLOYERS WHO ARE REQUIRED TO FILE (To be answered by all employers)

8, 9a(2)

11e(1), 11f, 9b(2)(a) ☒ Yes ☐ No 1. Does the entire company have at least 100 employees in the payroll period for which you are reporting?

☐ Yes ☐ No 2. If your answer to (1) is "No," is your company affiliated through common ownership and/or centralized management, with other entities in an enterprise with a total employment of 100 or more?

NOTE: If the answer is "Yes," to either question 1 or 2, you are required to complete a separate Part II for each of your Reporting Units. If your answer is "No," to both questions, complete Part I only and return it and the Part II containing the address label to the Joint Reporting Committee.

5b, 9b(2)(a), 11e(3), 11f, 12 ☒ Yes ☐ No 3. Does the company [illegible] any of its divisions or establishments, (a) have a prime contract with any agency of the Federal Government, or (b) [illegible] a Federally-assisted construction contract, or (c) have a subcontract at any tier under any prime Government contract or Federally-assisted construction contract, or (d) serve as a depository of Federal Government funds, or (e) serve as an issuing and paying agent of U.S. Savings Bonds and Notes?

5c, 11e(2) ☐ Yes ☒ No 4. Is the company a member of the national Plans for Progress program (a voluntary organization through which it has signed a pledge with the Vice President of the United States to carry out the principles of equal employment opportunity)? IF A MEMBER ONLY OF A STATE OR LOCAL GROUP USING THE NAME "PLANS FOR PROGRESS," ANSWER "NO."

Section C—FOR FEDERAL GOVERNMENT CONTRACTORS AND FEDERALLY ASSISTED CONSTRUCTION CONTRACTORS ONLY

(This section must be filled out by all employers who answered "Yes" to Section B, question 3. All other employers should proceed to Section E.)

1. Does the employer—Mark Applicable Boxes

9a(3), 12a–f, 13

1. ☐ Hold a prime contract of more than $10,000 with the Federal Government?
2. ☐ Hold a Federally-assisted construction contract of more than $10,000?
3. ☐ Hold a subcontract at any tier of more than $10,000 under any prime Government contract or Federally-assisted construction contract?
4. ☐ Hold a Federal Government bill of lading in any amount?
5. ☐ Serve as a depositary of Federal Government funds in any amount?
6. ☐ Serve as an issuing and paying agent of U.S. Savings Bonds and Notes in any amount?
7. ☐ None of the above?

Section D—REMARKS

Use this item to give any identification data appearing on last report which differs from that given above, explain major changes in employment, changes in composition of reporting units, and other pertinent information.

A-653

Section E—SIGNATURE AND IDENTIFICATION (To be answered by all employers)

NOTE.—If your Part II reports are completed at company headquarters, the company official accepting responsibility for them may also indicate here. He will then not be required to sign each Part II report.

Name (Signature)			Date		
			5/23/69		
9a(4) I am also signing and accepting responsibility for all Part II reports ☐			Telephone		
Name (Type or print)	Address (Number and street)		Area code	Number	Extension
R. E. Peterson	Jamaica Station				
Title	City and State	ZIP code			
Dir. of Personnel	Jamaica, N.Y.	11435	212	526-0900	655

GENERAL INFORMATION

I. *Who Must File*

Employment statistics must be submitted by all private employers with 100 or more employees. This basic requirement is in accordance with Title VII of the Civil Rights Act of 1964. It is also in accordance with the reporting requirements placed upon employers covered by Executive Order 11246.

All reports must be returned in duplicate. If you do not meet these criteria for submitting employment statistics, please complete Part I and return it together with the Part II containing your address label.

II. *How to File*

A. Single-establishment Employer—all employers doing business at one establishment in one location. Employers in this category must complete (1) a Part I Company Report, (2) one Part II Reporting Unit Report, and (3) Apprenticeship Schedule A if apprentices are employed, and were not reported on Apprenticeship Information Report EEO-2.

B. Multi-establishment Employer—all employers doing business at more than one establishment. These employers must file (1) one Part I Company Report, (2) one Part II Companywide Consolidated Report, (3) one Part II report covering their principal or headquarters unit, (4) a Part II report for each establishment for which an Individual Establishment Report is required, and (5) an Apprenticeship Schedule A for each reporting unit which employs apprentices who were not reported on Apprenticeship Information Report EEO-2. Although separate data must be supplied for apprentices, they must also be included in the employment statistics for any reporting unit in which they are employed. All establishments of the company must be reported whether or not they are performing work on Federal government contracts.

A Part II Combined Establishment Report covers employment at two or more establishments and may be used only under the following specified conditions: (1) Employers in the Retail Trade, Wholesale Trade, Finance, Real Estate, and Service Industries may combine establishment employment data as outlined in Section 8a of the instructions regardless of individual establishment sizes. (2) All employers in other industries with establishments having less than 50 employees may also elect to combine employment statistics *for these establishments only* as outlined in Section 8e of the instructions.

All parts and schedules of a multi-establishment report must be submitted in one mailing and should be coordinated by the principal or headquarters office.

Computer printouts are acceptable, but must follow the general format of this year's printed report, identifying each item by section and by item number, and must contain complete information for each item required to be filled-in on this form. Printouts not meeting this requirement will be returned.

All Part II's containing address labels must be used in preparing reports for filing.

NOTE—If you are a member of *Plans for Progress*, mail an additional copy of your companywide Part II Consolidated Report to Plans for Progress, 1800 G Street NW., Washington, D.C. 20005.

III. *When and Where to File*

Submit all reports in duplicate before April 30 to:

Joint Reporting Committee
P.O. Box 12
Springfield, Virginia 22150

WILLFULLY FALSE STATEMENTS ON THIS REPORT ARE PUNISHABLE BY LAW, U.S. CODE, TITLE 18, SECTION 1001

See section 2 of instructions for penalties for failure to file

Standard Form 100 (Revised)
January 1969
Approved B09-124-R0002
199-196

EQUAL EMPLOYMENT OPPORTUNITY
EMPLOYER INFORMATION REPORT EEO-1

1969

A-654
JOINT REPORTING COMMITTEE
- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance
- Plans for Progress Program

U=045989,EI=116002502,C=045989,S=01

Please use this form if box has preaddressed label.

LONG ISLAND RAIL ROAD COMPANY
JAMAICA STA BLDG
NEW YORK NY 11435

PART II—REPORTING UNIT REPORT

A separate Part II must be filed for each Reporting Unit of a Multi-establishment employer, including a Part II "Consolidated Report" summarizing the data for the entire company and a report covering the principal or headquarters unit. A Single-establishment employer must file one Part II with its Part I form.

See Instructions — Section F—REPORTING UNIT IDENTIFICATION — Office Use ONLY

1. Name of Company: Long Island Rail Road — d.

7b, 8, 9b(1) Reporting unit for which this report is filed. (Answer in full. If a combined report covering two or more units please so indicate and identify the area covered by the combined report.) — a.

a. Name of reporting unit: Long Island Rail Road — c.

Address (number and street)	City or town	County	State	ZIP code
Jamaica Station	Jamaica	Queens	N.Y.	11435

11L, 11m b. Employer Identification No. (See section 11j of instructions): 1 1 6 0 0 2 5 0 2 — c. Office Use Only — h.

Section G—EMPLOYMENT DATA

1. Employment of this reporting unit.—Report all permanent, temporary, or part-time employees unless specifically excluded as set forth in section 11f of the instructions. Enter the appropriate figures on all lines and in all columns. Blank spaces will be considered as zeros. (See section 9b(2) of the instructions on how to fill out this table, and section 10 for a description of the job categories.) In columns 1, 2, and 3, include all employees in the reporting unit, not merely those in minority groups.

1, 2, 3, 34 — 9b(2), 30

Job categories	ALL EMPLOYEES Total (Col. 2+3) (1)	Male (2)	Female (3)	MINORITY GROUP EMPLOYEES Male: Negro (4)	Oriental [1] (5)	American Indian [1] (6)	Spanish Surnamed American [1] (7)	Female: Negro (8)	Oriental [1] (9)	American Indian [1] (10)	Spanish Surnamed American [1] (11)
Officials and managers	312	304	8	4							
Professionals	106	102	4	4			1	1			
Technicians	852	852	0	12		1					
Sales workers	164	163	1	85							
Office and clerical	667	474	193	34			2	4	1		2
Craftsmen (Skilled)	3469	3456	13	226	3		19	3			
Operatives (Semi-skilled)	460	460	0	138			6				
Laborers (Unskilled)	499	430	69	119			5	33			
Service workers	117	112	5	56			1	5			
TOTAL →	6646	6353	293	678	3	1	34	46	1		2
Total employment from previous report (if any)											

(The data below shall also be included in the figures for the appropriate occupational categories above)

On-the-job trainees [2]	White collar	70	70		21							
	Production	52	52		15							

[1] See explanation of "minority group identification" in section 9b(2) of the instructions. The term, "Spanish Surnamed American," includes all persons of Mexican, Puerto Rican, Cuban, or Spanish origin. The term, "American Indian," does not include Eskimos and Aleuts.

[2] Report only employees enrolled in formal on-the-job training programs.

EQUAL EMPLOYMENT OPPORTUNITY
EMPLOYER INFORMATION REPORT EEO-1

A-655

Joint Reporting Committee
- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance

SIC=401

CO=0459890 U=0459890 EI=116002502 S=1

LONG ISLAND RAIL ROAD COMPANY
JAMAICA STA BLDG
NEW YORK NY 11435

1970

1 OF 1

2-1009440

Section A—TYPE OF REPORT

Refer to Instructions for number and types of reports to be filed.

1. Indicate by marking in the appropriate box the type of reporting unit for which this copy of the form is submitted (MARK ONLY ONE BOX).

(1) [X] Single-establishment Employer Report

Multi-establishment Employer:
(2) [ ] Consolidated Report
(3) [ ] Headquarters Unit Report
(4) [ ] Individual Establishment Report (submit one for each establishment with 25 or more employees)
(5) [ ] Special Report

2. Total number of reports being filed by this Company (Answer on Consolidated Report only) _____

Section B—COMPANY IDENTIFICATION *(To be answered by all employers)*

OFFICE USE ONLY

1. Name of Company which owns or controls the establishment for which this report is filed (If same as label, skip to Item 2, this section)

a.

Address (Number and street)	City or town	County	State	ZIP code

b.

b. Employer Identification No. [ ]

2. Establishment for which this report is filed.

a. Name of establishment THE LONG ISLAND RAIL ROAD

c.

Address (Number and street)	City or town	County	State	ZIP Code
Jamaica Station	Jamaica	Queens	N.Y.	11435

d.

b. Employer Identification No. [ ] (If same as label, skip.)

3. Parent of affiliated company (Multi-establishment Employers: Answer on Consolidated Report only)

a. Name of parent or affiliated company

b. Employer Identification No. [ ]

Address (Number and street)	City or town	County	State	ZIP code

Section C—EMPLOYERS WHO ARE REQUIRED TO FILE *(To be answered by all employers)*

[X] Yes [ ] No 1. Does the entire company have at least 100 employees in the payroll period for which you are reporting?

[X] Yes [ ] No 2. Is your company affiliated through common ownership and/or centralized management with other entities in an enterprise with a total employment of 100 or more?

NOTE: If the answer is NO to BOTH questions, skip to Section G; otherwise complete ENTIRE form.

[X] Yes [ ] No 3. Does the company or any of its establishments (a) have a prime contract with any agency of the Federal Government, a Federally-assisted construction contract, or a subcontract at any tier under any Federal Government contract, amounting to more than $10,000; or (b) serve as a depository of Federal Government funds; or (c) serve as an issuing and paying agent of U.S. Savings Bonds and Notes; or (d) hold a Federal Government bill of lading in any amount?

Section D—EMPLOYMENT DATA

Report this establishment's entire payroll for all permanent, temporary, or part-time employees including apprentices and on-the-job trainees unless specifically excluded as set forth in the instructions. Enter the appropriate figures on all lines and in all columns. Blank spaces will be considered as zeros. Include in columns 1, 2, and 3, in lines ALL employees in the establishment including those in minority groups.

A-656

Job Categories (See Appendix (4) for definitions)	TOTAL EMPLOYEES IN ESTABLISHMENT: Total Employees Including Minorities (1)	Total Male Including Minorities (2)	Total Female Including Minorities (3)	MINORITY GROUP EMPLOYEES (See Appendix (5) for definitions) MALE: Negro (4)	Oriental (5)	American Indian* (6)	Spanish Surnamed American (7)	FEMALE: Negro (8)	Oriental (9)	American Indian* (10)	Spanish Surnamed American (11)
Officials and managers	334	325	9	7							
Professionals	136	131	5	8	3			1			
Technicians	889	889		15		1					
Sales workers	171	170	1	70			1				
Office and clerical	721	505	216	36			2	6	1		2
Craftsmen (Skilled)	3593	3579	14	291	2		20	3			
Operatives (Semi-skilled)	471	471		145			6				
Laborers (Unskilled)	547	482	65	163			3	32			
Service workers	109	103	6	53				5			
TOTAL →	6971	6655	316	787	5	1	32	47	1		2
Total employment reported in previous EEO-1 report											

(The trainees below should be included in the figures for the appropriate occupational categories above)

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Formal On-the-job trainees	White collar	185	185		40			4				
	Production	421	421		58							

*In Alaska include Eskimos and Aleuts with American Indians

1. NOTE: On consolidated report, skip questions 2 and 3 and Section E
2. How was information as to race or ethnic group in Section D obtained?
   1 ☐ Visual Survey
   2 ☐ Employment Record
   3 ☒ Other—Specify Post Employment Identification
3. Dates of payroll period used—
4. Pay period of last report submitted for this establishment April 22, 1969
5. Does this establishment employ apprentices?
   This year? 1 ☐ Yes 2 ☒ No
   Last year? 1 ☐ Yes 2 ☒ No

Section E—ESTABLISHMENT INFORMATION

1. Is the location of the establishment the same as that reported last year?
   1 ☒ Yes 2 ☐ No 3 ☐ Did not report last year 4 ☐ Reported on combined basis
2. Is the major business activity at this establishment the same as that reported last year?
   1 ☒ Yes 2 ☐ No 3 ☐ No report last year 4 ☐ Reported on combined basis
3. What is the major activity of this establishment? (Be specific, i.e., manufacturing steel castings, retail grocer, wholesale plumbing supplies, title insurance, etc. Include the specific type of product or type of service provided, as well as the principal business or industrial activity.

RAILROAD TRANSPORTATION SERVICES

OFFICE USE ONLY

Section F—REMARKS.

Use this item to give any identification data appearing on last report which differs from that given above, explain major changes in composition or reporting units, and other pertinent information.

Section G—CERTIFICATION (See instructions G)

Check one
1. ☐ All reports are accurate and were prepared in accordance with the instructions (check on consolidated only)
2. ☒ This report is accurate and was prepared in accordance with the instructions.

Name of Authorized Official	Title	Signature	Date
Walter L. Schlager, Jr.	President		May 7, 1970

Name of person to contact regarding this report (Type or print)	Address (Number and street)				
Robert E. Peterson	Jamaica Station Building				
Title	City and State	ZIP code	Telephone Area Code	Number	Extension
Director—Personnel	Jamaica, New York	11435	212	526-0900	405

EQUAL EMPLOYMENT OPPORTUNITY
EMPLOYER INFORMATION REPORT EEO-1

A-657

Joint Reporting Committee

- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance

SIC=401

A71

CO=0459890 U=0459890 E1=116002502 S=1.

LONG ISLAND RAIL ROAD COMPANY
JAMAICA STATION BUILDING
JAMAICA NEW YORK 11435

2-1009440

Section A—TYPE OF REPORT

Refer to instructions for number and types of reports to be filed.

1. Indicate by marking in the appropriate box the type of reporting unit for which this copy of the form is submitted (MARK ONLY ONE BOX).

(1) ☒ Single-establishment Employer Report

Multi-establishment Employer:
(2) ☐ Consolidated Report
(3) ☐ Headquarters Unit Report
(4) ☐ Individual Establishment Report (submit one for each establishment with 25 or more employees)
(5) ☐ Special Report

2. Total number of reports being filed by this Company (Answer on Consolidated Report only) _____

OFFICE USE ONLY

Section B—COMPANY IDENTIFICATION (*To be answered by all employers*)

1. Name of Company which owns or controls the establishment for which this report is filed (If same as label, skip to item 2, this section) a.

Address (Number and street)	City or town	County	State	ZIP code

b. Employer Identification No. ☐-☐☐☐☐☐☐☐☐

2. Establishment for which this report is filed.

a. Name of establishment: THE LONG ISLAND RAIL ROAD

Address (Number and street)	City or town	County	State	ZIP Code
JAMAICA STATION	JAMAICA	QUEENS	N.Y.	11435

b. Employer Identification No. ☐-☐☐☐☐☐☐☐☐ (If same as label, skip.)

3. Parent of affiliated company (Multi-establishment Employers: Answer on Consolidated Report only)

a. Name of parent or affiliated company | b. Employer Identification No. ☐☐☐☐☐☐☐☐☐

Address (Number and street)	City or town	County	State	ZIP code

Section C—EMPLOYERS WHO ARE REQUIRED TO FILE (*To be answered by all employers*)

☒ Yes ☐ No 1. Does the entire company have at least 100 employees in the payroll period for which you are reporting?

☒ Yes ☐ No 2. Is your company affiliated through common ownership and/or centralized management with other entities in an enterprise with a total employment of 100 or more?

NOTE: If the answer is NO to BOTH questions, skip to Section G, otherwise complete ENTIRE form.

☐ Yes ☐ No 3. Does the company or any of its establishments (a) have a prime contract with any agency of the Federal Government, or a Federally-assisted construction contract, or a subcontract at any tier under any prime Government contract, or a bill to more than $10,000; or (b) serve as a depository of Federal Government funds; or (c) serve as an issuing and paying agent of U.S. Savings Bonds and Notes, or (d) hold a Federal Government bill of lading in any amount?

A 658

...blishment—Report all permanent, temporary, or part-time employees including apprentices and on the payroll ... set forth in the instructions. Enter the appropriate figures on all lines and in all columns. Blank spaces will be considered ... 1, 2, and 3, include ALL employees in the establishment including those in minority groups.

...ore (a) for ...ions)	TOTAL EMPLOYEES IN ESTABLISHMENT			MINORITY GROUP EMPLOYEES (See Appendix (5) for definition)							
				MALE				FEMALE			
	Total Employees Including Minorities (1)	Total White Including Minorities (2)	Total Female Including Minorities (3)	Negro (4)	Oriental (5)	American Indian (6)	Spanish Surnamed American (7)	Negro (8)	Oriental (9)	American Indian (10)	Spanish Surnamed American (11)
...en and managers	345	335	10	5	--	1	1	--	--	--	--
...ionals	195	179	6	7	3	--	2	1	--	--	--
...icians	91	91	--	2	--	--	--	--	--	--	--
...s workers	161	160	1	77	1	--	1	--	--	--	--
...e and clerical	862	629	233	29	1	--	3	6	1	--	2
...smen (Skilled)	2975	2966	9	210	2	1	15	3	--	--	--
...atives (Semi-skilled)	1463	1462	1	128	--	--	8	--	--	--	--
...ers (Unskilled)	1050	979	71	266	1	--	9	29	--	--	--
...ice workers	240	234	6	63	1	--	1	4	--	--	--
TOTAL →	7372	7035	337	792	9	2	40	42	1	--	2
...employment reported ...evious E.E.O-1 report											

(The totals below should also be included in the figures for the appropriate occupational category above.)

...al the-...ses	White collar	96	70	26	19	(2)	(3)	(4)	(5)	(6)	(7)	(8)
	Production	262	260	2	23	--	--	4	--	--	--	--

Alaska include Eskimos and Aleuts with American Indians

NOTE: On consolidated report, skip questions 2-5 and Section E.

How was information as to race or ethnic group in Section D obtained?

1 ☐ Visual Survey
2 ☐ Employment Record
3 ☒ Post-Employment Identification

Dates of payroll period used—

4. Pay period of last report submitted for this establishment
May, 1970

5. Does this establishment employ apprentices?
This year? 1 ☐ Yes 2 ☒ No
Last year? 1 ☐ Yes 2 ☐ No

Section E—ESTABLISHMENT INFORMATION

Is the location of the establishment the same as that reported last year?
1 ☒ Yes 2 ☐ No 3 ☐ Did not report last year 4 ☐ Reported on combined basis

2. Is the major business activity at this establishment the same as that reported last year?
1 ☐ Yes 2 ☐ No 3 ☐ No report last year 4 ☐ Reported on combined basis

What is the major activity of this establishment? (Be specific, i.e., manufacturing steel castings, retail grocer, wholesale plumbing supplies, title insurance, etc. Include the specific type of product or type of service provided, as well as the principal business or industrial activity.

OFFICE USE ONLY

Section F—REMARKS

Use this item to give any identification data appearing on last report which differs from that given above, explain major changes in composition or reporting units, and other pertinent information.

Major change in titals by job categories due to improper identification of material as per EEOC definitions.

Section G—CERTIFICATION (See instructions G)

Check one
1. ☒ All reports are accurate and were prepared in accordance with the instructions (check on consolidated only)
2. ☐ This report is accurate and was prepared in accordance with the instructions.

Name of Authorized Official	Title	Signature	Date
Walter L. Schlager, Jr.	President		Nov. 15, 1971

Name of person to contact regarding this report (Type or print)	Address (Number and street)				
Robert L. Peterson	Jamaica Sta. Building				
Title	City and State	ZIP code	Telephone Area Code	Number	Extension
Supt. Personnel Mgmt.	Jamaica, N.Y.	11435	212	526-0900	405

All reports and information obtained from individual reports will be kept confidential as required by Section 709 (e) of Title VII

WILLFULLY FALSE STATEMENTS ON THIS REPORT ARE PUNISHABLE BY FINE AND IMPRISONMENT SEE 18 U.S.C. 1001

Consolidated

EMPLOYER INFORMATION REPORT EEO-1

- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance

K-659

SIC=401

1972

CO=0459090 U=0459090 E1=116003502 S=1

LONG ISLAND RAIL ROAD COMPANY
JAMAICA STATION BUILDING
JAMAICA NEW YORK 11435

2-1009440

Section A - TYPE OF REPORT

Refer to instructions for number and types of reports to be filed.

1. Indicate by marking in the appropriate box the type of reporting unit for which this copy of the form is submitted (MARK ONLY ONE BOX).

(1) ☒ Single-establishment Employer Report

Multi-establishment Employer:
(2) ☐ Consolidated Report
(3) ☐ Headquarters Unit Report
(4) ☐ Individual Establishment Report (submit one for each establishment with 50 or more employees)
(5) ☐ Special Report

2. Total number of reports being filed by this Company (Answer on Consolidated Report only)

Section B - COMPANY IDENTIFICATION (To be answered by all employers)

OFFICE USE ONLY

1. Name of company which owns or controls the establishment for which this report is filed (if same as label, skip to item 2, this section) — a.

Address (Number and street) | City or town | County | State | ZIP code — b.

b. Employer Identification No.

2. Establishment for which this report is filed.

a. Name of establishment: LONG ISLAND RAIL ROAD COMPANY — c.

Address (Number and street): JAMAICA STATION | City or town: JAMAICA | County: QUEENS | State: N.Y. | ZIP Code: 11435 — d.

b. Employer Identification No. (if same as label, skip)

3. Parent or affiliated company (Multi-establishment Employers: Answer on Consolidated Report only)

a. Name of parent or affiliated company | b. Employer Identification No.

Address (Number and street) | City or town | County | State | ZIP code

Section C - EMPLOYERS WHO ARE REQUIRED TO FILE (To be answered by all employers)

☒ Yes ☐ No 1. Does the entire company have at least 100 employees in the payroll period for which you are reporting?

☒ Yes ☐ No 2. Is your company affiliated through common ownership and/or centralized management with other entities in an enterprise with a total employment of 100 or more?

NOTE: If the answer is NO to BOTH questions, skip to Section G, otherwise complete ENTIRE form.

☒ Yes ☐ No 3. Does the company or any of its establishments (a) have a prime contract with any agency of the Federal Government, a Federally-assisted contractor, contract, or a subcontract to any tier under any prime Government contract, amounting to more than $10,000; or (b) serve as a depository of Federal Government funds; or (c) serve as an issuing and paying agent of U.S. Savings Bonds and Notes; or (d) hold a Federal Government bill of lading, in any amount?

Section D - EMPLOYMENT DATA

Report all permanent, temporary, or casual employees including apprentices and on-the-job trainees unless otherwise specified in the instructions. Enter the appropriate figures on all lines and in all columns. Blank spaces will be considered as zeros. In columns 1, 2 and 3, include ALL employees in the establishment including those in minority groups.

A-660

Job Categories (See Appendix (1) for definitions)	TOTAL EMPLOYEES IN ESTABLISHMENT: Total Employees Including Minorities (1)	Total Male Including Minorities (2)	Total Female Including Minorities (3)	MINORITY GROUP EMPLOYEES (See Appendix (5) for definitions) — MALE: Negro (4)	Oriental (5)	American Indian* (6)	Spanish Surnamed American (7)	FEMALE: Negro (8)	Oriental (9)	American Indian* (10)	Spanish Surnamed American (11)
Officials and managers	267	260	7	3	0	1	1	0	0	0	0
Professionals	220	213	7	7	2	0	2	1	0	0	0
Technicians	76	76	0	2	0	0	0	0	0	0	0
Sales workers	312	292	20	75	1	0	3	0	0	0	0
Office and clerical	559	343	216	17	1	0	2	8	1	0	2
Craftsmen (Skilled)	2343	2334	9	223	1	0	15	0	0	0	0
Operatives (Semi-skilled)	2228	2227	1	148	0	2	11	0	0	0	0
Laborers (Unskilled)	1122	1065	57	276	1	0	14	27	0	0	0
Service workers	235	220	8	74	1	0	2	4	0	0	1
TOTAL →	7363	7038	325	826	7	3	50	40	1	0	3
Total employment reported in previous EEO-1 report	7372	7035	337	792	9	2	40	42	1	0	2

(The trainees below should also be included in the figures for the appropriate occupational categories above)

		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
Formal On-the-job trainees	White collar	-										
	Production	32	32	0	10	-	-	-	-	-	-	-

*In Alaska include Eskimos and Aleuts with American Indians

1. NOTE: On consolidated report, skip questions 2-5 and Section E.
2. How was information as to race or ethnic group in Section D obtained?
   1 ☐ Visual Survey
   2 ☐ Employment Record
   3 ☒ Other - Specify Post Employment Survey
3. Dates of payroll period used - April 30, 1972
4. Pay period of last report submitted for this establishment May, 1971
5. Does this establishment employ apprentices?
   This year? 1 ☐ Yes 2 ☒ No
   Last year? 1 ☐ Yes 2 ☒ No

Section E - ESTABLISHMENT INFORMATION

1. Is the location of the establishment the same as that reported last year? 1 ☒ Yes 2 ☐ No 3 ☐ Did not report last year 4 ☐ Reported on combined basis
2. Is the major business activity at this establishment the same as that reported last year? 1 ☒ Yes 2 ☐ No 3 ☐ No report last year 4 ☐ Reported on combined basis

OFFICE USE ONLY

3. What is the major activity of this establishment? Be specific, i.e., manufacturing steel castings, retail grocery, wholesale plumbing supplies, life insurance, etc. Include the specific type of product or type of service provided, as well as the principal business or industrial activity.

Rail Road Transportation Services

Section F - REMARKS

Use this item to give any identification data appearing on last report which differs from that given above, explain major changes in composition or reporting units, and other pertinent information.

Major changes in totals for job categories due to re-defining of jobs in accordance with standard form 100 instructions.

Section G - CERTIFICATION (See instructions G)

Check one
1. ☐ All reports are accurate and were prepared in accordance with the instructions (check on consolidated only)
2. ☒ This report is accurate and was prepared in accordance with the instructions.

Name of Authorized Official	Title	Signature	Date
Walter L. Schlarer, Jr.	President		

Name of person to contact regarding this report	Address (Number and street)				
Donald M. Johnson	Jamaica Station				
Title	City and State	ZIP code	Telephone Area code	Number	Extension
Superintendent Personnel Management	Jamaica, N.Y.	11435	212	JAG-0300	405

Willfully false statements or representations are punishable by fine or imprisonment or both under Section 1001 of Title 18 U.S.C.

EQUAL EMPLOYMENT OPPORTUNITY

1973 EMPLOYER INFORMATION REPORT EEO-1

A-661

Joint Reporting Committee

- Equal Employment Opportunity Commission
- Office of Federal Contract Compliance

LONG ISLAND RAIL ROAD COMPANY
JAMAICA STATION
JAMAICA, NY 11435

1973

Section A - TYPE OF REPORT

Refer to instructions for number and types of reports to be filed.

1. Indicate by marking the appropriate box the type of reporting unit for which this copy of the form is submitted (MARK ONLY ONE BOX.)

(1) ☐ Single-establishment Employer Report

Multi-establishment Employer:
(2) ☐ Consolidated Report
(3) ☐ Headquarters Unit Report
(4) ☐ Individual Establishment Report (submit one for each establishment with 25 or more employees)
(5) ☐ Special Report

2. Total number of reports being filed by this Company (Answer on Consolidated Report only)

OFFICE USE ONLY

Section B - COMPANY IDENTIFICATION *(To be answered by all employers)*

1. Name of Company which owns or controls the establishment for which this report is filed (if same as label, skip to item 2, this section) a.

Address (Number and street)	City or town	County	State	ZIP code
				b.

b. Employer Identification No.

2. Establishment for which this report is filed. c.

a. Name of establishment THE LONG ISLAND RAIL ROAD

Address (Number and street)	City or town	County	State	ZIP code
Jamaica Station	JAMAICA	Queens	N.Y.	11435 d.

b. Employer Identification No. (If same as label, skip.)

(Multi-establishment Employers: Answer on Consolidated Report only)

3. Parent or affiliated company

a. Name of parent or affiliated company b. Employer Identification No.

Address (Number and street)	City or town	County	State	ZIP code

Section C - EMPLOYERS WHO ARE REQUIRED TO FILE *(To be answered by all employers)*

☐ Yes ☐ No 1. Does the entire company have at least 100 employees in the payroll period for which you are reporting?

☐ Yes ☐ No 2. Is your company affiliated through common ownership and/or centralized management with other entities in an enterprise with a total employment of 100 or more?

NOTE: If the answers are NO to BOTH questions, skip to Section E, otherwise complete ENTIRE form.

☐ Yes ☐ No 3. Does the company or any of its establishments (a) hold a prime contract with any agency of the Federal Government, a Federal-assisted construction contract, or a subcontract under any like contract or any prime Government contract, amounting to more than $10,000; or (b) serve as a depository of Federal Government funds; or (c) serve as an issuing and paying agent of U.S. Savings Bonds and Notes; or (d) hold a Federal Government bill of lading in any amount?

A-662

Job Category	Total (Employees including Minorities) (1)	Total Male (Including Minorities) (2)	Total Female (Including Minorities) (3)	MALE: Negro (4)	MALE: Oriental (5)	MALE: American Indian* (6)	MALE: Spanish Surnamed American (7)	FEMALE: Negro (8)	FEMALE: Oriental (9)	FEMALE: American Indian* (10)	FEMALE: Spanish Surnamed American (11)
Managers	342	333	9	7	-	1	1	-	-	-	-
Officials	203	193	10	8	2	-	2	1	-	-	-
Professionals	96	96	-	2	-	-	-	-	-	-	-
Technicians	307	281	26	76	1	-	2	3	-	-	1
Sales workers											
Office and clerical	584	358	226	20	1	-	6	9	1	-	7
Craftsmen (Skilled)	2273	2273	0	251	1	-	34	1	-	-	-
Operatives (Semi-skilled)	2397	2397	-	160	-	1	13	-	-	-	-
Laborers (Unskilled)	1017	966	51	234	1	-	14	25	-	-	-
Service workers	244	237	7	83	-	-	2	4	-	-	1
TOTAL →	7463	7115	330	661	6	2	64	43	1	-	9
Employment reported on EEO-1 report	7363	7038	325	626	7	3	50	40	1	-	3

(The trainees below should also be included in the figures for the appropriate occupational categories above)

	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
White collar											
Production	187	187	-	26	-	-	3	-	-	-	-

*Includes Eskimos and Aleuts with American Indians

If this is a consolidated report, skip questions 2-5 and Section E.
Is this information as to race or ethnic group in Section D based on?
1 ☐ Visual Survey
2 ☐ Employment Record
3 ☒ Other - Specify ... Roster ... Employment Survey.

4. Pay period of last report submitted for this establishment
April 30, 1972

What payroll period used -
April 4, 1973

Section E - ESTABLISHMENT INFORMATION

Location of the establishment the same as last reported one?
1 ☒ Yes 2 ☐ No 3 ☐ Did not report last year 4 ☐ Reported on combined basis

2. Is the major business activity at this establishment the same as last reported last year?
1 ☒ Yes 2 ☐ No 3 ☐ No report last year 4 ☐ Reported on combined basis

OFFICE USE ONLY

a. The major activity of this establishment? (Be specific, i.e., manufacturing steel castings, retail grocery, wholesale plumbing supplies, life insurance, etc. Include the specific type of product or type of service provided, as well as the principal business or trade activity.

Rail Road Transportation Services

Section F - REMARKS

Use this item to give any identification data appearing on last report which differs from that given above, explain major changes in composition of reporting units, and other pertinent information.

Section G - CERTIFICATION (See Instructions C)

1. ☐ All reports are accurate and were prepared in accordance with the instructions (check on consolidated only)
2. ☒ This report is accurate and was prepared in accordance with the instructions

Name of Official	Title	Signature	Date
[illegible], Jr.	President	WALTER L. [illegible]	5-1-73

Establishment	Address (Number and street)				
[illegible]	Jamison Station				
Industry	City and State	Zip code	Telephone Code	Number	Extension
[illegible]	Jamison, N.Y.	[illegible]	[illegible]	[illegible]-0000	[illegible]

Information obtained from individual reports will be kept confidential as required by Section 709 (e) of Title VII

PLAINTIFF

JES (RIZZACASA) Ex 2 part 1.0
AC 9/23/75

A-663

USA 33a - 475
(FD. 4-23-71)

EXHIBIT
U. S. DIST. COURT
S. D. OF N. Y.

19

OCT 2

FPI-NI—12-6-73-10M-1510

cen L. J. Rizzacasa and J. E. King

at are you calling for?

. the first swap of equipment - was 406 and PPW swapped.

what -

ea, that's the only one, I believe, why?

LJR: He just told me now 413 and 415 was swapped.

JEK: I didn't get that far yet - listening to confessions of last evening - I'm getting sick as I listen to them.

LJR: When Mr. Dixon gets in, Mr. King, tell him I just took Mr. Harris out of service.

JEK: No shit! Why?

LJR: Failing to do his duties - I had a track change down there and he never called the track change out, never informed nobody -

JEK: Well, you like to live dangerously

LJR: That's what I'm going to do.

Here is additional unclear conversation here

other discussion

FILES (RIZZACASA) EX 2 PART I.D
AC 9/23/75

Channel No. 10
6:56 a.m.
Conversation between L. J. Rizzacasa and J. E. King

Other discussion

JEK: What are you calling for?

LJR: On the first swap of equipment - was 406 and PPW swapped, or what -

here is additional unclear conversation here

JEK: Yea, that's the only one, I believe, why?

LJR: He just told me now 413 and 415 was swapped.

JEK: I didn't get that far yet - listening to confessions of last evening - I'm getting sick as I listen to them.

LJR: When Mr. Dixon gets in there Mr. King, tell him I just took Mr. Harris out of service.

JEK: No shit! "Why?

LJR: Failing to do his duties - I had a track change down there and he never called the track change out, never informed nobody - long pause

JEK: Well, you like to live dangerously

LJR: Well, That's what I'm going to do.

other discussion

September 12, 1975
Channel No. 11
Conversation Between L. W. Dixon and
L. J. Rizzacasa; 7:12 a.m.

LJR: Good morning -

LWD: Lou - Larry - What do you want?

LJR: I came in here on 1611 this morning -

LWD: Yea

LJR: We had orders that if that train was any wheres near late, 805 was to make crew and equipment PWA 648, which they did.

LWD: Yea -

LJR: Put 1611 on 15, I was riding the west end of the train - I wanted to see how the signals were out of Jamaica. I came all the way down the platform 6:48 ~~and~~ still no announcements made as to the track change - people still waiting on 16 - no signs up on the gates, no nothing. I come in here and tell him what the hell is he waiting for and everything else like that - He said ...

LWD: Ha ha

LJR: "Well you do not come in here in the morning - you do your yelling at home - you do not yell in here." I said if you do not want to be yelled at, you go home, and you're out of service.

Now yesterday, I came in here and he had his car parked at the wrong spot in Jamaica. Pete Trainor was late and I told him he was going to stay over - He said "Well gentlemen, I'm going to make the 7:41," and I ~~told~~ tell him, if you make the 7:41, don't come in again tonight. This guy has been a regular hassle, Larry.

LWD: He is just trying to prove a point - so let's prove a point with him.

LJR: That's what I'm going to do. I took him out.

LWD: ~~Its~~ O.K.

LJR: I gave Joe the write-up this morning.

LWD: O.K.

LJR: Right Sir.

Pl+s (RIZZACASA) Ex 1 FOR I.D
NC

A- 666

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

August 5, 1974

From: L. J. Rizzacasa, Terminal Trainmaster

To: N. E. Steele, Assistant Superintendent Passenger

Subject: E. E. Harris, Assistant Station Master

On Thursday evening when Mr. E. E. Harris reported for duty he was sent home as per my instructions to Station Master, R. A. Partridge. He was told his assignment was covered because we did not know if he was coming in. We did not receive any word from Mr. Harris, since he failed to show up for Book of Rules instruction classes August 1, 1974.

Friday and Saturday evenings his assignment was also covered and he did not even bother to call or make any attempt as to his condition, or why he failed to report to Book of Rules class on August 1, 1974.

It is of my opinion that Mr. Harris is a very stubborn individual that will not obey instructions that interfere with his regular routine and any extra duty given him is an act of aggression against him.

L. J. Rizzacasa
Terminal Trainmaster

LJR/lg

PCF 5 (RIZZACASA) EX SECRET.D
rac
9/23/75

Members of the Board
David L. Yunich
Chairman and Chief Executive Officer
Lawrence R. Bailey
Leonard Braun
William L. Butcher
Donald H. Elliott
Justin N. Feldman
Harold L. Fisher
Mortimer J. Gleeson
Edwin G. Michaelian
Eben W. Pyne
Constantine Sidamon-Eristoff

A-667

The Long Island Rail Road

Jamaica Station Jamaica, New York 11435 Phone 212 JAmaica 6-0900

September 12, 1975

Mr. E. E. Harris
187-15 Nashville Boulevard
Springfield Gardens, N. Y.

Dear Sir:

This is in accordance with your insubordinate act with Mr. L. J. Rizzacasa, Terminal Trainmaster. As per his direct order to you to make the proper track changes and accouncements effecting train #708 on this date.

Your reply to Mr. Rizzacasa was don't tell me what to do, you got a Trainmaster here to take care of those duties. This being your responsibility as an Assistant Station Master should have been complied with but you refused to do so.

Effective as of 7:01 A.M., September 12, 1975, you are hereby directed by me to exercise your seniority rights as an usher.

Very truly yours,

J. J. Gaynor
Terminal Superintendent

JJG:lg

A 668

THE LONG ISLAND RAILROAD

OFFICE OF TERMINAL SUPERINTENDENT

April 21, 1975

From: J. J. Gaynor, Terminal Superintendent

To: W. F. Kempski, Assistant Station Master

Aubject: Failure to follow proper instructions

On Saturday and Sunday, April 19 and 20, 1975, during your tour of duty, you failed to have the proper P.A. announcements made for the Port Washington Branch so that passengers would know proper location to board train and eliminate confusion when they reach their destination.

This failure on your part to obey my previous instructions caused delays to some of our trains.

It is your responsiblity to insure that proper announcements are made to our patrons. I will not tolerate your failure to follow my instructions.

J. J. Gaynor
Terminal Superintendent

CJO'B:lg

cc: J. C. Valder
L. W. Dixon

THE LONG ISLAND RAILROAD

OFFICE OF TERMINAL SUPERINTENDENT

December 9, 1974

From: J. J. Gaynor, Terminal Superintendent

To: W. F. Kempski, Assistant Station Master

Subject: Delay of train 4859

There appears that a great deal of confusion surrounded this move and what could have been a minor delay became a monumental series of blunders.

At "C" Tower there are three compromise couplings: one at column just before entering tower and two in box behind "C" Tower, 18 track side.

The truck brakes should have been pulled and a crew member stationed at the hand brakes which is normal procedure where a person is unable to get at the E.P. cocks.

I can't understand why during this fiasco you personally didn't take a walk to "C" Tower to satisfy yourself that no compromise couplers were available. I will not tolerate any more performances such as this.

J. J. Gaynor
Terminal Superintendent

CJO'B;lg

cc: L. W. Dixon
N. E. Steele
E. M. Platz

A 670

THE LONG ISLAND RAILROAD
OFFICE OF TERMINAL SUPERINTENDENT

March 2, 1973

From: J. E. King, Terminal Superintendent

To: W. F. Kempski, Asst. Station Master

Subject: Incident - February 17, 1973

The attached letter is self-explanatory and its receipt entirely unnecessary.

The train in operation was delayed 99 minutes and whether or not the information was on the Electro writer, common sense and experience should have prompted you to contact the Movement Bureau.

J. E. King
Terminal Superintendent

JEK:prs
Attch:

THE LONG ISLAND RAILROAD

OFFICE OF TERMINAL SUPERINTENDENT

May 3, 1972

From: M. L. Stewart, Terminal Superintendent

To: W. F. Kempski, Asst. Station Master

Subject: Daily Efficiency Checks - CT 1370B

Our records indicates that for the month of April 1972 you failed to make any efficiency checks.

The making of efficiency checks is an important part of your position and the preparation of these reports indicates your desire to retain that position.

M. L. Stewart
Terminal Superintendent

JEK:prl

To [Illegible]

About the efficiency
reports for the month of September
which I did not put in.
All I can say is that I
forgot to make them
out.

W. J. Kempski
ASM

August 9, 1971

W. F. Kempski

J. E. King

Accident Report - B. A. McAndrew

Please do not go home until you have seen me tomorrow (August 10th) in connection with the accident report of the above trainman,

J. E. King
Assistant Terminal Superintendent

JEK/prl

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

October 11, 1974

From: R. A. Partridge, Station Master

To: N. E. Steele, Assistant Superintendent-Passenger

Subject: Failure of C. Scott

Mr. C. Scott failed to cover his position as Assistant Station Master, New York, this date, 7:00 AM to 3:00 PM.

Mr. E. E. Harris doubled this date.

R. A. Partridge
Station Master

RAP:lg

The Long Island Rail Road A-675

MEMORANDUM

TO: W. C. Fulier, Asst. Station Master Date: July 22, 1971

From: M. L. Stewart

Subject: Train No. 85 - July 21, 1971

Please explain fully and in detail notation on Station Master's Sheet of July 21st which indicates Train No. 85 was misrouted at New York.

No information shown in Log Book? and no information shown on Movement Bureau daily report?

I expect your report on Friday morning.

M. L. Stewart
Terminal Superintendent

JEK/prl

A 676

Mr. H. R. Stewart 7/23/71

7/21/71 — MISROUTED Train #85

Train #85 was scheduled for track 20. C tower directed it to track 19 on hearing through the intercom that train #85 was going for track 19. I contacted C tower to inform him that train #85 was scheduled for track 20. He responded that it was to late to make a change. The yard master corrected the error with a re-scheduling of train #404 for track 19 — no delays resulted in the discharge of passengers from train 85.

W. C. Fuller

entered in log on Page 171

LONG ISLAND RAILROAD
RECEIVED
JUL 23 1971
Terminal Superintendent

R

A-677

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

April 28, 1975

From: J. J. Gaynor, Terminal Superintendent

To: R. Diaz, Jr., Assistant Station Master

Subject: Excessive Absenteeism

This will confirm our discussion of this date regarding your excessive absenteeism due to illness.

Effective immediately you will present a letter from your physician as to nature and treatment of your disability, otherwise wages for day or days involved will be disallowed.

J. J. Gaynor
Terminal Superintendent

JJG:lg

R

THE LONG ISLAND RAIL ROAD

STATEMENT OF FACTS OF:	Mr. Rafael Diaz, Jr. 121-61 Flatlands Avenue Brooklyn, New York 11207
HELD BY:	Mr. R. A. Partridge Station Master
IN THE PRESENCE OF:	Miss Laura Goldberger
IN CONNECTION WITH:	A lost wallet which was found by Officer Charles Wellman
DATE HELD:	May 28, 1974 - 2:45 P.M. Room PD-4 Pennsylvania Station, N.Y.

R

This statement of Mr. Michael Diaz, Jr., Assistant Station Master, is in connection with a lost wallet on Monday, May 27, 1974, and found by Officer Wellman, made to me in Room PD-4, Pennsylvania Station, New York.

Mr. Diaz, will you kindly tell me in your own words, exactly what took place in regard to Miss Aysel Kurda's wallet, which was found by Officer Charles Wellman.

On Monday, May 27, at approximately 4:15 P.M., Officer Wellman came into the Station Master's office to ask to page Miss Kurda that he found a wallet. We paged several times and there was no response. The Masters that were present were Tony Imbriano, J.J. Priamini, Bill Murphy, Al Johnson, Pete Treanor and myself.

While I was on the phone, Officer Wellman gave me the wallet. At that time, preventing me from inspecting the contents. I put the wallet on top of the speaker box. I became to busy to attend to the wallet properly. I never heard Officer Wellman tell me if there was any money in the wallet. At the time Officer Wellman gave the wallet to me, I was on the phone and I could not speak to him to take the wallet to the ticket office because he was reporting off duty.

I had to leave the office to go down to track 21, and when I left, to the best of my knowledge, Masters Imbriano and Priamini, were the only two in the office. When I came back from track 21, there was Imbriano, Murphy and Priamini in the office.

After I went down on 21 track, which was after the hold was lifted on line 4, I then had time when I came back from 21 track, to devote myself to the proper handling of the lost wallet. Then I checks the wallet there was only $1.54. Then I took the wallet to Mr. Gibson, Supervisor, in the ticket office and told him there was A $1.54 in money, in the wallet.

At approximately around 7:30 P.M., Officer Simmons, asked me if I had a brown wallet. I told him to wait a moment and I returned to Mr. Gibson and asked him for the wallet. He gave me the wallet back and I returned to the Station Master's office to Officer Simmons and Miss Kurda. I asked her to sign the lost article check and check her contents in the wallet. She said to me that there was $10.00 missing. Officer Simmons then said we will go to make a report. He also told me that Officer Wellman said there was $11.00 in change in the wallet which I did not know. Officer Simmons asked for everybodys name and IRM number.

I have read the above statement in its entirety and find it to be true and correct to the best of my knowledge.

Date May 28 1974

Michael Diaz, Jr.

BEST COPY AVAILABLE

The Long Island Rail Road

POLICE DEPARTMENT

A-680

TO: CHIEF OF POLICE LIRRPD

Date: 5/27/74

From: P/O James Simmons #503 LIRRPD

Subject: PETIT LARCENY, PENN STATION STATION MASTERS OFFICE
INCIDENT NUMBER 13390

At approximately 1925 hours on 5/27/74 a female, white latina identified as Miss Ayset Kurdo of 18 Derby ave. Woodmere N.Y., approached the [illegible] and stated she had left her purse at one of the public telephone booths earlier in the day. P/O C. Wellman #456, who turned the purse in to the station master at approximately 1615 hours had advised this officer, upon relieving him, of the existence of a lost purse and that it contained [illegible] U.S. currency. The purse described by the complainant fit the [illegible]. At this time the writer accompanied the complainant to the station master office to claim the property.

The returned purse contained $1.54 cents. Assistant Station Master [illegible] badge number 15247, advised that at the time the purse was turned in he was busy and had to leave it unattended for a short time. He informed [illegible] the owner was paged over the public address system. Upon returning to his office Mr. Diaz examined the purse and found it to contain $1.54 cents.

Persons working out of the station masters office at the time and [illegible] attendance: USHFRS; T. Imbriano #10567, W. Murphy #15754, J.J. Grimi[illegible] #17699, CLERK; P. Treanor #17568, and Assistant Station Master E. Diaz.

The door to the station masters office was unlocked during the entire period and any railroad employees or civilians who came into that area would have been free to enter the office. All parties questioned relative to the incident had no knowledge of the missing money.

Submitted as ordered

James Simmons #503
Police Officer LIRRPD

R

The Long Island Rail Road

A-681

POLICE DEPARTMENT

May 28,1974

Chief of Police
H.C.Cook
L.I.R.R

Sir:

On May 27th at approx. 1615 Hrs a woman approached me with a wallet found at a telephone in L.I. R.R Station behind the information desk. I proceeded to Stationmasters office near I had her page over the loud speaker. Her name was Miss Ayset Kurda and I turned the wallet over to Stationmaster R Diaz and told him to give it to the girl if she responded to the Page If not it would be for lost and Found which is closed Weekends and Holidays and left in Stationmasters Office. I told him it contained $11 dollars and left to go home. I informed my relief P/O J Simmons of the incident and he said he would follow through on it.

P/O C.H. Wollman #456

P/O C.H. Wollman #456

R

P.D. Form #7
Long Island Rail Road

DESK INCIDENT REPORT

Incident # A 682

Date & Time Reported

TO: DIRECTOR OF SECURITY:

INCIDENT, COMPLAINT OR CONDITION: THEFT REPORT.

CRIME OR OFFENSE: NYSPL-SECTION _____ SUB. DIV. _____ OTHER _____

RECEIVED FROM: NAME P/O J. [illegible] ADDRESS [illegible] TEL. # _____

COMPLAINANT: NAME [illegible] ADDRESS [illegible] TEL. # _____

DATE & TIME OF OCCURRENCE: [illegible] - 1815 hrs LOCATION: [illegible]

DETAILS: P/O J. Simmons reported that the above complainant [illegible] that that his purse was lost by an unknown person at the [illegible] to Penn Station and given to P/O [illegible], the amount lost [illegible] Motor, Inc. has been [illegible] to Nassau [illegible] checked the purse and found, One(1) Ten (10) Dollar bill, [illegible] Dollar bill, and personal papers.

LIRR PTL. ASSIGNED [illegible] DET. NTFD [illegible] DUTY SUPERVISOR NTFD _____

LIRR DEPT. & PERSON NTFD _____ TIME _____

MOVEMENT BUREAU NTFD: NAME [illegible] TIME [illegible]

OTHER AGENCY NTFD: _____ NAME _____ TIME _____

OTHER POLICE DEPT NTFD: RANK _____ NAME _____ SHIELD _____ TIME _____

DEPT. _____ PCT _____ POLICE COMPLAINT # _____ DATE _____ TIME _____

ARREST BY OTHER POLICE: DEPT. _____ RANK _____ NAME _____ SHIELD _____

PCT _____ ARREST # _____ COMPLAINT # _____ DATE _____ TIME _____

IMMEDIATE ACTION TAKEN: LIRR ARREST # _____ J.D.# _____ AIDED _____

RESULTS OF PRELIMINARY INVESTIGATION: [illegible] the [illegible] Station, the [illegible] [illegible] any knowledge of same. Persons interviewed [illegible] [illegible] U. Murphy [illegible], [illegible] A. [illegible] [illegible] Patrolman [illegible]. Search [illegible] made [illegible] by P/O [illegible] to see if the ten (10) dollar bill was missing, he did [illegible] the [illegible] office at the time of the purse was lost, at [illegible]

DESK OFFICER Sgt. [illegible]
Rank Name

DETECTIVES: ☐ Investigation ☐ Attention ☐ Information

UNIFORM: ☐ Investigation ☐ Attention ☐ Information

DISTRIBUTION: ORIGINAL TO DIRECTOR OF SECURITY, 2 COPIES EACH TO C.O., UNIFORM & DETECTIVES.
REVERSE SIDE: TO BE COMPLETED BY C.O., UNIFORM & DETS. & RETURNED TO DIRECTOR OF SECURITY.

R

A-683

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

December 3, 1973

From: F. L. Paulin, Terminal Superintendent

To: L. W. Dixon, Assistant Superintendent-Passenger

Subject: Letter of complaint from William Haverland

With return of all papers, this is to advise you that we conducted an investigation with Assistant Station Master, Ralph Diaz, Jr. Diaz states as follows:

"On Monday evening, November 5, 1973, I received a telephone call from a Mr. William Haverland, that he had left a gray suitcase on the 6:15 P.M. train out of Pennsylvania Station (Train #358) and that the clerk at Great Neck had told him it was returned to New York on train #359. I told Mr. Haverland to call back about 8:00 P.M., and that I would look into it. When train #359 arrived in New York, I asked the crew if anyone had found a gray suitcase and they said no. I went through the train myself and could not find the suitcase in question. I returned to the Station Master's office, and about five or ten minutes later either a Penn Central car inspector or a Penn Central drill crew man said, that he found it on the train.

About 8:00 P.M., Mr. Haverland called back and I told him that the suitcase was found and that he could pick it up. Mr. Haverland, asked if it would be o.k. to pick it up in the morning. I advised him yes, after 8:00 A.M., at the Lost and Found Office in New York. At that time, we did not have any lost and found tags in the Station Master's office and I put a piece of paper on the suitcase, stating that Mr. Haverland would pick it up in the morning. I did not look into the suitcase, since Mr. Haverland, did not say he had anythi of value in it. I put the suitcase in the corner by the coat rack for the Lost and Found clerk."

I can think of nothing further to add than what Mr. Sabina, has already stated in his letter of November 26, 1973, other than the fact that it indicates from Mr. Haverland's letter that the clerk at Great Neck misinformed him concerning train #359. Also, it indicates that the crew on train 358 and 359 failed to function as provided for in Special Instructions 1301, Page 396, Timetable No. 1.

R

Here is another case of joint responsibility, and the only way to eliminate these things occurring is for all lost and found items be turned in to the Lost and Found office or to the Ticket Office when the Lost and Found office is not open. Along these same lines, your Mr. Howlitt, in the Lost and Found, advised me last week that he had found a box in the Ticket Receiver's office at New York, containing lost articles that had been there for weeks and apparently put into this box by various train crew personnel. I am sure you will agree with me, that this certainly is no way to handle lost and found items.

F. L. Paulin
Terminal Superintendent

FLP/lg

Attachment

A-685

To [illegible] Superintendent

[illegible] Jan 5, 1915 I received a telephone
[illegible] Mr. William Hamilton, that he had
left a jug [illegible] on the 6:15 pm train out of
[illegible] (Tacoma) and that the clerk at Great
[illegible] had told him it was returning to N.P. on
[illegible] 3:54. I told Mr. Hamilton I would look about
[illegible] and that I'd let him know when I
[illegible] any word on N.P. I called the [illegible] of
[illegible] had found a jug [illegible] and they said
[illegible] I went through [illegible] train myself and
did not find anything. I returned to the
station master's office, and at 5:45 P.M. Station
[illegible] at [illegible] the magazine or a [illegible]
[illegible] said that they found it on the train.

About 5:15 P.M. I received a call back and
I told him that the [illegible] were found, and
that he could have it. Mr. Hamilton asked
if [illegible] to be [illegible] up in the morning,
I answered yes and [illegible] at the station
office.

[illegible] I [illegible] my [illegible]
[illegible] in the [illegible]

Evening. I didn't feel quite the question since
the Thanksgiving dinner. I say I had anything of
course in it. I put the cut, rose in the
morning by sent back for Lost & Found, that

West Union Iowa
Dorothy E. Dyl

Friday, September 12, 1975
Channel No. 4
Transcript of Announcements at Penn Station

6:30:19

Brake test wanted on Track No. 16
Brake test wanted at Track 16
Brake test wanted ~~at~~ Track 16

6:30:36

The 6:43 train to Port Washington Track No. 19 stopping at Woodside, Main Street-Flushing, Broadway, Auburndale, Bayside, Douglaston, Little Neck, Great Neck, Manhasset and Port Washington is now at Track 19. The 643 to Port Washington track 19. on

---

6:32:45

PWA 648 Track No. 16
PWA 648 Track No. 16
PWA 648 - brake test wanted on track No. 16
" " " " " " "

6:46:24

Attention, please
Attention, please
Train 810 is on Track No. 15, Train 810 is on Track No. 15.
Attention, please, there has been a track change - the 810 train, the 7:01 train to Long Beach with connections at Jamaica for Hempstead is on Track No. 15

6:47:30

The 6:50 train to Hempstead with connections at Jamaica for Far Rockaway is now on Track No. 15. The 6:50 train, Train 708, is now on Track No. 15. The train to Hempstead stopping at Woodside, Jamaica, Hollis, Queens Village, Bellerose, Floral Park, Stewart Manor, Nassau Boulevard, Garden City, Country Life Press and Hempstead, change Jamaica for Valley Stream, Gibson, Hewlett, Woodmere, Cedarhurst, Lawrence, Inwood and Far Rockaway is now on Track No. 15.

[illegible] September 12, 1975
[illegible] No. 4
[illegible] of Announcements at Penn Station - page 2

[illegible]

The 7:01 train to Long Beach is on that Track 18 stopping at [illegible], Jamaica, Valley Stream, Lynbrook, Island Park [illegible] Beach; change at Jamaica for Queens Village, Floral [illegible] and Hempstead. Track 18. The 7:01 Train . . .

6:54 repeat of above essentially

6:55:34 " " " "

OFFICE OF TERMINAL SUPERINTE DENT

PENNSYLVANIA STATION, NEW YORK

November 15, 1974

From: J. J. Gaynor

To: E. E. Harris, Asst. Stationmaster

Subject: Delay of Trains 99 and 708 - 11/14/74

Train 99 was delayed 9 minutes on above date account of no communicating whistle. This train was placed on track 17 at 5:39 a.m. which is 59 minutes prior to departure time.

When were you notified there was no communicating whistle on this train?

How did engineer receive his brake test?

Who instituted the proper understanding between engineer and conductor on this train?

Train #708 was placed on track 16 at 4:20 A.M., 2 hours and 22 minute prior to departure time.

What time was the four west cars out from this consist?

Why did it take so long to determine communicating whistle wasn't working?

How did engineer receive his brake test?

What time were you notified communiating whistle was inoperative?

Who instituted proper understanding between engineer and condutor?

The delay to these trains are inexcusable and is difficult for me to explain to my superiors.

Rule #84 in the book of rules covers situations on above trains.

Please leave me a written report on these trains and in the future give more information in the log book.

J. J. Gaynor
Terminal Superintendent

cc: L. W. D.
N. E. S.
E. M. P.

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

October 2, 1974

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Disability on September 28, 1974

On the above date you reported off account of illness. Wages for this day will be disallowed until you present a letter from your physician as to nature and treatment of your disability.

J. J. Gaynor
Terminal Superintendent

CJO'B:lg

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

January 28, 1975

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Failure to make proper notation in log book

In reviewing P.D.7 report from Police Department, January 25, 1975 at 00:30 A.M., I noted an incident between Conductor M. J. Quinn and Mr. Bernard A. Kennedy, which occurred in Station Master's office in which case Mr. Kennedy was arrested.

However, in checking the Station Master's log book of unusual occurrences, you failed to make any mention of this incident.

Several times in the past, I have stressed that you being the management representative on this tour, should advise me of any unusual occurrences.

Please leave a written report as to what transpired.

J. J. Gaynor
Terminal Superintendent

CJO'B/lg

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

October 7, 1974

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Failure to cancel PRW1258 on October 6, 1974

During your tour of duty commencing at 11:00 P.M., October 5, 1974, ending at 7:00 A.M., October 6, 1974.

On the desk sheet you show PRW1258 leaving [illegible] 12:14 A.M., and returning at 12:47 A.M.

Instructions were issued on September 30, 1974, showing that this train was cancelled October 6, 1974, due to [illegible] working on the Port Washington branch. This notice was posted in the usual place on clip board in Station Master's office.

Please advise me:

1. Why you failed to obey the instructions and [illegible] ulations for this special work?

2. Why did you permit this train to leave [illegible]?

3. Why you failed to make any notation in [illegible] log book?

Being a Management Representative during your tour of duty, I will not tolerate a total disregard of instructions and regulations.

J. J. Gaynor
Terminal Superintendent

cc:c'Ralg

cc: J.C.V
L.U.D.
E.L.P.
H.B.C.

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

October 11, 1974

From: R. A. Partridge, Station Master

To: J. J. Gaynor, Terminal Superintendent

Subject: E. E. Harris, Babylon and Amityville Work Program

Assistant Station Master, E. E. Harris, this day did not have the Amityville work program written up. When he was questioned by Mr. Gaynor, as to why he did not have this program written up, Mr. Harris replied, "that he was to busy with his other Station Master's duties and he was not aware of the Amityville program."

He said this in the presence of Mr. J. Shelter.

R. A. Partridge
Station Master

RAP:lg

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

November 7, 1974

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Failure to perform your duties properly

In checking the log book this date, there is no entry during your tour of duty. However, Line 4 was out of service from 2:00 AM until 4:55 AM. Please advise why you failed to log this item?

We are also experiencing problems trying to reconcile Joint Facility costs as you keep failing to make out TSPS #119 form, which should be made out daily.

The Allied work sheet isn't signed by you which it should be to attest that you have spot checked their cleaning.

Arrange to comply with previous instructions issued.

J. J. Gaynor
Terminal Superintendent

JJG:lg
cc: L. W. Dixon
E. M. Platz
N. E. Steele

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

November 8, 1974

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Efficiency checks

During a routine check of the efficiency reports, I note that you have failed to make any reports this year.

Efficiency checks are made to keep our operating personnel mentally alert and safety minded.

As a management representative, you should be cognizant of this portion of your position.

J. J. Gaynor
Terminal Superintendent

CJO'B:lg

cc: L. W. Dixon
E. H. Platz
N. E. Steele

THE NEW YORK CENTRAL RAILROAD

OFFICE OF TERMINAL SUPERINTENDENT

November 22, 1974

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Extensive Delay to Train No. 400 - due to Improper Supervision On Your Part

Train No. 400 was delayed seventeen minutes due to [illegible] Grand Light.

Your notation in the daily New York log book is [illegible].

At leaving time I was notified that train No. 400 [illegible] Grand Light and the Engineer refused to leave New York until [illegible] a message giving him permission to leave.

Special Instructions No. 1154A so states: "[illegible] an Inspector in the Engineer's control or who [illegible] "Green" or "Red" position. In the event of a [illegible] Station the Engineer can move the train by [illegible] a proper understanding with the Conductor as to [illegible] is operation."

You being the Supervisor in charge, it [illegible] to tell this Engineer that he did not need a [illegible] in Grand Central. Once an understanding has [illegible] as to how they will operate the train [illegible] Station. As your Special Instructions [illegible] order to make train No. 400 go, so far [illegible]

Due to your lack of responsibility and [illegible] exercising your authority in the proper manner, [illegible] caused a delay of [illegible] minutes. [illegible] train No. 400 should have not [illegible] and you had something to more [illegible] right as an Assistant Station Master.

J. J. Gaynor
Terminal Superintendent

JJG:[illegible]

cc: [illegible]
[illegible]
[illegible]
[illegible]

BEST COPY AVAILABLE

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

February 20, 1975

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Delay to Train 802

While checking your entry in log book this date, train 802 was delayed nineteen minutes account no door light.

If such was the case, why did you not order train out complying with rule 1154A?

Through my investigation, it developed equipment had no power or brake release light during brake test. Being two cars were added to west end of train, would it not be good common sense to uncouple and recouple the cars in an effort to try and alleviate the problem, therefore, minimizing the delay.

When you have delays, please furnish me with accurate information.

Today, based on your log information, I was put in a very embarrassing position.

J. J. Gaynor
Terminal Superintendent

CJO'B:lg

cc: L. W. D.
N. E. S.
E. M. P.

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

March 26, 1975

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Failure to perform your duties properly

During your tour of duty starting 11:00 p.m. March 22, 1975, and ending 7:00 a.m. March 23, 1975, there was an incident which occurred on train #4671, which was brought to your attention at 11:35 p.m., involving Trainman James Brewer and passenger Frank Perlongo, who were issued summonses.

However, in checking the Station Master's log book for unusual occurrences, I didn't see any entry made by you regarding this incident.

On several occasions in the past you were censured for your failure to properly log incidents which occur during your tour of duty.

Being the management representative on duty it is your responsibility to properly maintain log.

Why do you continually fail to disregard instructions?

Please advise me in writing why you failed to make proper entry in log book.

J. J. Gaynor
Terminal Superintendent

CJO'B:lg

cc: L. W. D.
N. E. S.
E. M. P.

File

A- 699

August 21, 1974

Certified Mail No. 644307

Mr. E. E. Harris
187-15 Nashville Boulevard
Springfield Gardens, New York 11413

Dear Mr. Harris:

This is your notification to report for an examination at 9 a.m., Friday, September 20, 1974, to Instruction Car I-11, Pay Car Spur, Jamaica Station.

The purpose of this examination will be to afford you the opportunity to regain your qualification of Assistant Station Master.

Very truly yours,

N. E. Steele
Assistant Superintendent - Passenger

NES:MD:mcm

cc: J. J. Gaynor
D. M. Mezzanotte
File (2)

DETERMINATION AND ORDER AFTER INVESTIGATION

Case No. C-15245-67: Edward E. Harris vs. Long Island Railroad; A. B. House; J. C. Valder; and Gordon Kief

---

The complainant, a Negro, charged the respondent railroad company and a number of its officials with discrimination against him in the terms, conditions and privileges of his employment, because of his color, in violation of the New York State Law Against Discrimination. In substance the complaint alleged the following:

> The complainant had been employed as a station usher for the Long Island Railroad since November, 1954. On October 2, 1967, he applied for training for the position of Assistant Station Master. A few days later he was told he would be accepted for the training and that he would have to post, without pay, on his days off, as a form of training for the position. He would then be required to pass the necessary tests. Mr. Harris received assurances from Messrs. House, Valder and Kief that they would cooperate in helping to train him for the job. Mr. Harris thereupon posted from station to station, without pay until October 14, 1967, when he went on vacation. On his return he learned that one of his co-workers, a Caucasian, was enrolled in a similar training routine but this employee was being paid while learning the job.

After the filing of the complaint, the Chairman of the Commission designated me as the investigating commissioner to direct an investigation into the allegations of the complaint. Pursuant to Section 297 of the Law Against Discrimination, an investigation was made.

The investigation included a visit to the respondent's office where W. E. Hoffman, Superintendent of Personnel; John Wainwright, Terminal Superintendent of Pennsylvania Station and J. C. Valder, were interviewed. Subsequently I conferred with Mr. Hoffman and Mr. Wainwright at an office conference.

The respondent's representatives denied that they had refrained from paying the complainant, during his posting, because he was a Negro. Mr. Hoffman explained that at about the time Mr. Harris when on vacation the old policy of offering no pay to

TAKE FORMS BY HAND

applicants was revised to allow the company to pay one half of the candidate's salary. Respondent's representatives emphasized that no employee had ever received any form of compensation prior to the case of the Caucasian trainee cited in the verified complaint. (Mr. Harris acknowledged that he knew of no exception before this instance.) They stressed that Mr. Harris was encouraged to enroll, again, in the training operation with the assurances that he would receive one-half salary during the training period.

Mr. Wainwright advised that Mr. Harris had not been accepted as Assistant Station Master, following his training period, because he had failed the oral test administered to all candidates. He added that he was very favorably impressed with Mr. Harris' potential capacity and believed that the complainant would make a competent Assistant Station Master. He volunteered to meet with Mr. Harris, before the time he was scheduled to take the examination, in order to "sound him out" regarding his weak areas.

The record showed that the company had recently qualified a Negro applicant, A. E. Johnson, for the position of Assistant Station Master.

On considering all of the evidence in this case it would appear that Mr. Harris failed to achieve the position he sought and had not been compensated during his posting period due to reasons other than his color. Accordingly, I am finding no probable cause to credit the allegations of the complaint and the complaint is hereby dismissed.

However, I am ordering a review of this case in three months so that the Commission may keep informed of developments with respect to Mr. Harris' efforts to achieve the position of Assistant Station Master.

Pursuant to Section 297.2 of the Law Against Discrimination and Rule 5 of the Commission's Rules Governing Practice and Procedure, the complainant may apply to the Chairman of the Commission for review of this order dismissing the complaint. Such application must be in writing, state specifically the grounds upon which it is based and must be filed in the office of the Chairman within 30 days from the date of mailing of this order.

Dated: December 29, 1967

Bessie A. Buchanan
Investigating Commissioner

To:

Mr. Edward E. Harris
187-15 Nashville Boulevard
Springfield Gardens, New York

Mr. J. E. Wainwright, Terminal Superintendent
Long Island Railroad, Jamaica Station
Jamaica, Long Island, New York

cc: Mr. J. C. Valder, Passenger Trainmaster
Long Island Railroad
Pennsylvania Station
33rd Street & 8th Avenue
New York, New York 10001

Mr. Arthur B. House, Passenger Trainmaster
Long Island Railroad
Jamaica Station
Jamaica, New York

Mr. Gordon Kief, Station Master
Long Island Railroad
Jamaica Station
Jamaica, New York

A- 703

STATE OF NEW YORK : EXECUTIVE DEPARTMENT

DIVISION OF HUMAN RIGHTS

on the complaint of

Complainant,

EDWARD E. HARRIS

against

Long Island Railroad; J. J. Wainwright, Terminal Supt; Penna. Station; Joseph Valdor, Train Master; and John J. McCoy, Asst. Terminal Supt.-Penna. Station

Respondent

COMPLAINT NO.

I, Edward E. Harris

residing at 117-15 Nashville Boulevard, Springfield Gardens, New York Tel No. Ar. 6 9934

charge Long Island Railroad; J. J. Wainwright, Terminal Supt. Penna Sta; Joseph Valdor, Train Master; and John J. McCoy, Asst. Terminal Supt.

Tel No. 594-2369

whose address is Penna. Station, 33d St. and 8th Ave. NYC

with an unlawful discriminatory practice relating to employment on or about

January 17, 1963

by ~~refusing me terms, conditions and privileges of employment~~

because of my AGE ( ), RACE (X), CREED ( ), COLOR (X), NATIONAL ORIGIN ( ), SEX ( ).

The particulars are:

1. I filed a complaint against the respondent company in December 1967 in which I charged refusal of terms, conditions and privileges of my employment because of my race and color.

2. In August 1967 I made formal application for a position as assistant station master and was told that I would be considered provided I passed the necessary tests and that I would be allowed to "post" at Pennsylvania Station.

3. On January 17, 1968, I received a letter from J. J. Wainwright, Terminal Superintendent, informing me that I passed the minimum qualifications for the position at Penn Station, New York, and that I would be placed on the extra list, work on a probationary basis for 30 working days prior to a permanent assignment. There was no mention at that time of a further examination to qualify me for work as an assistant station manager at Penn Station.

4. I performed additional posting duties on various assignments in the Jamaica and Brooklyn stations until February 1968.

5. I was advised by the Station Master in Jamaica to report for an examination, which was postponed several times, but finally on May 6, 1968, a co-worker, Robert Partridge, and I took this examination, which neither of us passed.

6. Even though I applied and was accepted for training on my own time for the position prior to Mr. Partridge, he was appointed to the position of acting assistant station master and has been acting in that capacity since October 1967. A training program was established subsequent to that time in which employees were paid for posting, but I was ignored while Mr. Partridge was accepted for the training with pay.

7. Upon information and belief, the respondent company's refusal to appoint me to the position of assistant station master, was based on an unlawful discriminatory practice, since my co-worker, who also failed the examination, remains in the capacity of acting station master.

Complainant: [illegible] Complaint No. _____

Respondent: [illegible]

[illegible]

9. I am a Negro. Based upon the foregoing, I charge the Long Island Railroad; J. [illegible] Wainright, Terminal Agent at Jamaica, Station; Joseph Taylor, Train Master and John J. [illegible], Asst. Terminal Agent at Jamaica, Station, with discriminating against me by denying me terms, conditions and privileges of employment because of my race and color. The respondents also retaliated against me because I filed a complaint and testified in an investigatory proceeding, thus violating the New York State Human Rights Law.

I have not commenced any civil, criminal or administrative action or proceeding in any court or administrative agency based upon the same grievance.

STATE OF NEW YORK)
COUNTY OF) ss:

Edward E. Haynes
(Signature of Complainant)

_____, being duly sworn, deposes and says: that he is the complainant herein; that he has read the foregoing complaint and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated on information and belief; and that as to those matters he believes the same to be true.

Edward E. Haynes
(Signature of Complainant)

Subscribed and sworn to before me this 31 day of August, 1968

Mary [illegible]
Commissioner of Deeds
City of New York 4-6[illegible]
Certificate filed in Queens County

DETERMINATION AND ORDER AFTER INVESTIGATION

Case No. C-16813-68: Edward E. Harris vs. The Long Island Railroad; John Wainwright, Terminal Superintendent; Joseph Valder, Passenger Train Master; and John McCoy, Acting Assistant Terminal Superintendent

- -

On August 27, 1968, Edward E. Harris, who is a Negro, filed a verified complaint with the State Division of Human Rights charging the above-named respondents with an unlawful discriminatory practice relating to employment by denying him a promotional opportunity, thus refusing him equal terms, conditions and privileges of employment because of his race and color, in violation of the Human Rights Law of the State of New York.

After investigation, the Division of Human Rights has determined that there is no probable cause to believe that the respondents have engaged or are engaging in the unlawful discriminatory practice complained of. During a telephone interview with the complainant, he was given full opportunity for discussion of the above action prior to the issuance of this determination.

Upon the foregoing, the complaint is ordered dismissed and the file is closed.

The complainant or any party to the proceeding before the Division may appeal this order to the Human Rights Review Board, 270 Broadway, New York, New York 10007, by filing a notice of appeal within fifteen (15) days after the date of the mailing of this order.

Dated: JAN 7 1969

STATE DIVISION OF HUMAN RIGHTS

By Albert Herchick

Albert Herchick
Regional Manager Ia

TO: Mr. Edward E. Harris, Complainant
187-15 Nashville Blvd.
Springfield Gardens, New York

The Long Island Rail Road, Respondent
Pennsylvania Station
Jamaica Station
Jamaica, New York

Attn: Mr. A.T. Van Wart, Director of Personnel Relations

Mr. John Wainwright, Respondent
Terminal Superintendent
The Long Island Rail Road
33rd Street & Eighth Avenue
New York, New York

Mr. Joseph Valder, Respondent
Passenger Train Master
The Long Island Rail Road
33rd Street & Eighth Avenue
New York, New York

Mr. John McCoy, Respondent
Acting Assistant Terminal Superintendent
The Long Island Rail Road
33rd Street & Eighth Avenue
New York, New York

A 707

STATE OF NEW YORK : EXECUTIVE DEPARTMENT

STATE DIVISION OF HUMAN RIGHTS
on the complaint of

EDWARD E. HARRIS Complainant,
against

LONG ISLAND RAILROAD AND MANAGEMENT

Respondent.

COMPLAINT NO.

the above matter, have been Informed of my ri
to private counsel.

Edward E. Harris
Signature

I, EDWARD E. HARRIS
residing at 187-15 Nashville Blvd., Springfield Gardens, N.Y. Tel No. AR6-9084
charge LONG ISLAND RAILROAD AND MANAGEMENT 11413

whose address is Penn Station - 33rd Street & 8th Avenue, N.Y., N.Y. 10001 Tel No. 484-2359
with an unlawful discriminatory practice relating to employment on or about
by retaliating against me because I filed two previous complaints

because of my AGE ( ), RACE ( ), CREED ( ), COLOR ( ), NATIONAL ORIGIN ( ), SEX ( ).

The particulars are:

(1) I have been employed by respondent company for 17 years. My present title is usher although I work from time to time as Assistant Station Master, with accompanying rate of pay. My work has been satisfactory.

(2) I filed complaints against respondent company in December, 1967 and on August 27, 1968 in which I charged discrimination in terms, conditions and privileges of employment.

(3) Since filing my last complaint I have been called upon to act as Assistant Station Master to fill in for vacations, sick leave, etc. in the absence of regular Assistant Station Masters.

(4) From July 1970 to January 1971, the company violated my seniority by assigning junior men before me such as: Joe Schneider and Ralph Diaz in August; W. Fuller in September and October; Joe Schneider and Ralph Diaz in October, November and December; and Ralph Diaz in December 1970 and January 1971.

(5) I have been on the list for Asst Station Master for about two years. Management has been instrumental in keeping me from becoming a permanent Assistant Station Master.

(6) I believe the above is based on retaliation against me for filing two complaints against Long Island Railroad and Management, which is in violation of the New York State Human Rights Law.

By reason of the unlawful discriminatory practice of respondent as herein alleged, complainant has already suffered damages in the sum of $ UNSPECIFIED

I have not commenced any civil, criminal or administrative action or proceeding in any court or administrative agency based upon the same grievance.

Edward E. Harris
(Signature of Complainant)

STATE OF NEW YORK
COUNTY OF NEW YORK } ss:

EDWARD E. HARRIS, being duly sworn, deposes and says: that he is the Complainant herein; that he has read the foregoing complaint and knows the contents thereof; that the same is true of his own knowledge except as to the matters therein stated on information and belief and that as those matters he believes the same to be true.

Subscribed and sworn to before me
this 1st day of MARCH, 1971

JUANITA LOCKHART
NOTARY PUBLIC, State of New York
No. 60-2307600
Qualified in Westchester County
Commission Expires March 30, 1971

Edward E. Harris
(Signature of Complainant)

STATE OF NEW YORK: EXECUTIVE DEPARTMENT
STATE DIVISION OF HUMAN RIGHTS

STATE DIVISION OF HUMAN RIGHTS on the complaint of EDWARD E. HARRIS, Complainant, - against - LONG ISLAND RAIL ROAD; MERLE STEWART, TERMINAL SUPERINTENDENT; AND EDWARD J. ZEMAN, MANAGER OF RECRUITMENT, Respondents.	NOTICE OF ORDER AFTER HEARING CASE NO. C-23486-71

SIRS:

PLEASE TAKE NOTICE that the within is a true copy of an Order issued herein by Jack M. Sable, Commissioner of the State Division of Human Rights, after a hearing held before Hearing Examiner George S. Sable. In accordance with the Division's Rules of Practice, copies of this Order have been filed in the offices maintained by the Division at 270 Broadway, New York, New York 10007, and at 79 Worth Street, New York, New York 10013. The Order may be inspected by any member of the public during the regular office hours of the Division.

PLEASE TAKE FURTHER NOTICE that in accordance with Section 297-a of the New York State Human Rights Law, any party to the proceeding aggrieved by said Order of the Division may obtain review thereof in a proceeding before the State Human Rights Appeal Board, 250 Broadway, New York, New York 10007, provided such appeal is commenced by the filing with the Board of a notice of appeal within fifteen (15) days after the service of this Order.

DATED: APR 28 1972
NEW YORK, NEW YORK

STATE DIVISION OF HUMAN RIGHTS

Jack M. Sable
JACK M. SABLE
COMMISSIONER

TO:

Mr. Edward E. Harris
187-15 Nashville Boulevard
Springfield Gardens, New York 11413

Long Island Railroad
Pennsylvania Station
33 Street & Eighth Avenue
New York, New York 10001

Mr. Merle Stewart
c/o Long Island Railroad
Pennsylvania Station
33 Street & Eighth Avenue
New York, New York 10001

Mr. Edward J. Zeman
c/o Long Island Railroad
Pennsylvania Station
33 Street & Eighth Avenue
New York, New York 10001

George M. Onken, Esq., General Counsel
James T. Gallagher & Richard H. Stokes, Esqs., of Counsel
Long Island Railroad
200 Jamaica Avenue, Room 203
Sutphin Boulevard & Arthur Avenue
Jamaica, New York 11790

Henry Spitz, Esq., General Counsel
William E. Vandiveer, Esq., of Counsel
State Division of Human Rights
270 Broadway
New York, New York 10007

Hon. Louis J. Lefkowitz
Attorney General
80 Centre Street
New York, New York 10013

Jack Greenberg, Esq
Morris J. Baller, Esq., of Counsel
Legal Defense and Education Fund
10 Columbus Circle
New York, New York

STATE OF NEW YORK: EXECUTIVE DEPARTMENT
STATE DIVISION OF HUMAN RIGHTS

STATE DIVISION OF HUMAN RIGHTS

on the complaint of

EDWARD E. HARRIS,

Complainant,

- against -

LONG ISLAND RAIL ROAD; MERLE STEWART, TERMINAL SUPERINTENDENT; AND EDWARD J. ZEMAN, MANAGER OF RECRUITMENT,

Respondents.

CASE NO. C-23486-71

PROCEEDINGS IN THE CASE

On the 1st day of March, 1971, the above-named Complainant filed a verified complaint with the State Division of Human Rights (hereinafter the "Division") charging the above-named Respondents with an unlawful discriminatory practice relating to employment, in violation of the Human Rights Law (Executive Law, Article 15) of the State of New York.

After investigation, the Division found that it had jurisdiction over the complaint and that probable cause existed to believe that Respondents had engaged in an unlawful discriminatory practice. The Division thereupon referred the case to public hearing.

After due notice, the hearing was held on September 24, October 4 and November 4, 1971, before George S. Sable, a Hearing Examiner of the Division.

At the hearing, the Complainant appeared and was represented by Jack Greenberg, Esq., by Morris J. Baller, Esq., of Counsel Respondents were represented by George M. Onken, Esq., by James T. Gallagher, Esq., and Richard H. Stokes, Esq., of Counsel. The Division was represented by Henry Spitz, Esq., General Counsel, by William Vandiveer, Esq., of Counsel.

FINDINGS OF FACT

1. Complainant Edward E. Harris, who is black, charges the Respondents with retaliating for having filed two complaints against them with this Division. He alleges that this retaliation

has taken three basic forms: (1) refusal and failure to promote him to the position of assistant stationmaster; (2) denial of equal pay with those serving in the position of extra assistant stationmaster, over a long period; and (3) passing over the Complainant and assigning instead inexperienced and junior personnel to extra assistant stationmaster posts at Penn Station.

2. Complainant Harris has been employed by the Respondent Long Island Railroad (LIRR) since 1964 and its predecessor, the Pennsylvania Railroad, since 1954. He started as a mail handler in 1954 and became an usher about 1958. An usher is a uniformed man who provides information to the general public about train schedules, stops, operations and the like.

3. An usher, through promotion, may become an assistant stationmaster whose duties consist of supervising the ushers, general supervision of the station and all its operations with the exception of the ticket area, and scheduling the timely departure of trains. An usher is a union job and bids for work assignments are governed by seniority whereas an assistant stationmaster is part of management and assignments are not governed by seniority.

4. With reference to Complainant Harris' charge that Respondents failed and refused to promote him to the position of assistant stationmaster as a form of retaliation, the evidence shows that the two persons who were promoted received said promotions long prior to March 1, 1970, and that no persons have been promoted to this position since then, nor has it been established that any vacancies existed since the last appointments. Since the instant complaint was filed on March 1, 1971, the Statute of Limitations contained in Section 297.5 of the Human Rights Law bars consideration of this allegation.

5. However, even were this allegation timely, there is insufficient evidence to establish that Complainant Harris was equally or better qualified than the two individuals selected for the assistant stationmaster position or that such selections were attempts at retaliation.

6. With respect to the allegation concerning denial of equal pay, the record is cloudy with Respondents contending that it was a result of an accounting mix-up and a lack of proper communication between the Jamaica Offices and the supervisory personnel at Penn Station. Complainant Harris was actually being paid at the correct rate and as a result of his protest, the other extra assistant stationmasters were thereafter paid at the lower rate which Complainant Harris had been receiving. There is some uncertainty as to whether Complainant Harris was ever reimbursed for the pay differential but Respondents have agreed to send Complainant Harris a check for the amount representing the pay differential for the days he worked as a extra assistant stationmaster at a lower rate than the others. The evidence is insufficient to establish that the back pay episode related to attempted retaliation.

7. The charges that Complainant Harris was passed over for assignments as extra assistant stationmaster is not substantiated by the record and, in fact, is totally contradicted by Respondents' Exhibits C and D in evidence.

8. Much of the testimony adduced on behalf of the Complainant at this hearing related to matters which he raised in a prior complaint, C-16813-68, wherein a finding of no probable cause was made on January 7, 1969, and from which no appeal was perfected. Specific reference is made to the appointment of Mr Robert Partridge as an assistant stationmaster in 1968, a matter into which this Division can no longer inquire. Insofar as the appointment of Mr. John Gallagher is concerned, it was actually a reappointment after a suspension for dubious reasons and made to rectify an error in judgment by Respondents.

DECISION

On the basis of the foregoing, I find that Respondents did not retaliate against the Complainant for having filed two complaints against them, in violation of the New York State Human Rights Law.

ORDER

On the basis of the foregoing Findings of Fact and pursuant to the Human Rights Law, it is

ORDERED, that the complaint be and the same is hereby dismissed.

DATED: APR 28 1972

NEW YORK, NEW YORK

STATE DIVISION OF HUMAN RIGHTS

JACK M. SABLE
COMMISSIONER

STATE OF NEW YORK: EXECUTIVE DEPARTMENT
STATE HUMAN RIGHTS APPEAL BOARD

DECISION

STATE DIVISION OF HUMAN RIGHTS
on the complaint of
EDWARD E. HARRIS, Complainant-Appellant

Case No. C-23486-71

vs.

APPEAL NO. 1337

LONG ISLAND RAIL ROAD; MERLE STEWARD, Terminal Superintendent; and EDWARD J. ZEMAN, Manager of Recruitment,

Respondents

This is an appeal by Edward Harris, complainant-appellant (hereinafter referred to as appellant) from an Order of the Commissioner of the State Division of Human Rights dated April 28, 1972 made after a Public Hearing dismissing appellant's complaint charging the above-named respondents with retaliation.

The record shows that appellant filed a verified complaint against respondent Long Island Railroad and two of its officers on March 1, 1971 charging that respondents had retaliated against him for filing previous complaints with the State Division of Human Rights in December 1967 and August 1968 by bypassing him for promotion to a regular assistant stationmaster position and assigning personnel with less seniority and experience to extra assistant stationmaster posts.

After conducting an investigation, the Division directed the proceeding for Public Hearing which resulted in an Order after Hearing dismissing appellant's complaint on the grounds that the statute of limitations barred evidence regarding respondents' failure to promote appellant in retaliation and on the insufficiency of the evidence elicited to substantiate his charge of unlawful retaliation against respondents.

Thereafter, appellant filed a timely appeal with this Board with respect to the charges of respondents' failure to promote and equal pay as unlawful retaliation.

Appellant's contention that respondents retaliated against him by failing to promote him to the position of assistant stationmaster seems untenable in that the record shows no existing vacancy to which appellant could have been promoted to since he filed his complaint on March 1, 1971 and as a matter of fact no person has been promoted to that position. Moreover, nowhere in the record could we find a scintilla

of evidence to establish that a vacancy was withheld for appellant from November 1968 to March 1, 1971. Accordingly, there is no basis to warrant a finding that respondents engaged in a discriminatory practice of a continuing nature within the statutory jurisdiction of the State Division of Human Rights pursuant to Section 297.[illegible] of the Human Rights Law.

As to appellant's allegation concerning denial of equal pay, the record shows insufficient evidence to establish that the back pay episode during the period August 1969 through January 1970 was a form of unlawful retaliation -- even though there is some uncertainty as to whether appellant was ever reimbursed for the alleged pay differential.

Furthermore, respondents' failure to raise the statute of limitations as an affirmative defense in its answer is not fatal and respondents' defense was properly urged at the Appeal Hearing and is valid. Consequently, appellant's allegations regarding discriminatory practices prior to March 1, 1970 are barred by the statute of limitations.

Here, the basic issue before this Board is whether the Order of the Commissioner dismissing appellant's complaint is supported by substantial evidence on the whole record.

Close examination of the whole record before us clearly establishes the evidentiary facts on which the Order is based and the Order of the Commissioner is supported by substantial evidence on the record considered as a whole and is binding on this Board. (Matter of Kindt v.State Commission for Human Rights, 44 Misc. 2d 896, mod. on other grounds, 23 AD 2d 809, aff'd. 16 N.Y. 2d 1001; Castle Hill Beach Club, Inc. v.Arbury, 2 N.Y. 2d 296 (1957); Holland v. Edwards, 307 N.Y. 39).

Thus, the Order appealed from should be affirmed and is hereby affirmed in all respects.

STATE HUMAN RIGHTS APPEAL BOARD

Dated: July 12, 1973

Irma Vidal Santaella, Presiding

The following members concur in the foregoing decision and opinion:

HON. EMIL LEVIN HON. LLOYD L. HURST HON. ALBERT S. PACETTA

TO:

Mr. Edward E. Harris
187-15 Nashville Boulevard
Springfield Gardens, New York 11413

Messrs. Jack Greenberg,
William L. Robinson, Morris J. Baller
Attorneys at Law
10 Columbus Circle - Suite 2030
New York, New York 10019
Att: Morris J. Baller, Esq.

Long Island Railroad
Pennsylvania Station
33 Street & Eighth Avenue
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Mr. Merle Stewart
c/o Long Island Railroad
Pennsylvania Station
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Commissioner Jack M. Sable
Division of Human Rights
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New York, N.Y.

Henry Spitz, Esq.
Division of Human Rights
270 Broadway
New York, N.Y.
Att: Alan J. Saks, Esq., of Counsel

Hon. Louis J. Lefkowitz
Attorney General
80 Centre Street
New York, N.Y. 10013

A-717

July 23, 1971

E. E. Harris

M. L. Stewart

Your performance as Assistant Station Master, Penn Station, New York, July 21, 1971.

This letter is to confirm certain portions of our conversation on July 22nd concerning your performance as Assistant Station Master on July 21st, 1971.

On July 21st there was a major disruption of service due to an accident plus signal trouble on the Port Washington Branch. As a result, it became necessary for the Station Master to make a number of crew changes and work out a number of equipment changes with the Yardmaster. Additionally he had to confer with the Movement Desk at Jamaica a number of times.

During this difficult period, it was very important that the Assistant Station Master maintain a correct up-to-date record of Long Island train arrivals and departures so that the Station Master and other supervision involved could be kept informed of the status of arrivals and departures. You lost track of the arrivals and departures so that at approximately 6:15 P.M. you could not inform me of the order in which trains were arriving or the times of certain trains that had departed. When I brought this to your attention and instructed you to bring your train record sheets up to date promptly, you gave me an argument indicating that you would do it later. When I insisted that it be done immediately, you failed to carry out my orders to the point where your action bordered on insubordination.

I then relieved you of your duties and personally brought your train record up to date after which I restored you to the job at about 6:40 P.M. As I told you in our conversation, you will carry out my orders in the future or it will be necessary for me to remove you from the position and disqualify you as an Assistant Station Master.

This letter will be made part of your personnel file.

M. L. Stewart
Terminal Superintendent

MLS/prl

A- 718

February 28, 1972

E. E. Harris

M. L. Stewart

Track Sheet (TSPS #119) dated 2/24/72

Attached is copy of track sheet dated February 24 made out by you showing no work performed in Penn Station, New York. However we are also attaching two copies of control sheets from two different Foremen showing work performed in Penn Station on the 24th.

Please advise immediately which is correct.

M. L. Stewart
Terminal Superintendent

CWZ/prl

A 719

March 3, 1972

E. E. Harris

M. L. Stewart

MW Work Check Sheet

Attached sheet shows Foreman Ferson cleaning tracks 17 - 21. Nothing on the sheet indicates that you checked to make sure the proper number of men were actually performing the work.

Did you make such a check? If so, what did you find? If not, why not?.

M. L. Stewart
Terminal Superintendent

MLS/prl

A-720

April 1, 1971

E. E. Harris

M. L. Stewart

Train #401 3/31/71

On the morning of March 31st, train 401 arrived on track 21 at 1:18 A.M. according to your Train Record Sheets. The original time on the sheet appears to be 12.50 A.M. which has been crossed out and new figures entered in red.

The write-up you made in the log book implies that the train was delayed as a result of being moved from track 21 to 20. As I understand the story, after having pieced it together from information furnished by the yardmaster, Power Director, A Tower and Jamaica, train 401 left Port Washington 37 minutes late, operated line 3 to Penn Station and arrived 1:18 A.M., 38 minutes late on track 21 and unloaded his passengers.

After the train was unloaded and because of MW work being done at KN, the yardmaster ordered the empty equipment of No. 401 to be moved by a drill crew from track 21 to track 20 at the east end via line 3. That drill move is what was actually mis-routed to line 4 by the operator at C. The misroute of this drill move had nothing to do with No. 401 and should not have been written up as though it did.

As a matter of fact, this misroute of equipment from a line section of third rail to a dead section in line 4 constituted a serious violation of a Plate hold order by the operator at C and might have resulted in serious injuries to employes working in line 4.

Your obligation as Assistant Station Master, inasmuch as you were the senior ranking supervisor of the Long Island on duty at Penn Station, was to ascertain the correct facts, check with the Penn Central supervision to make sure that they had the same understanding as you and then enter the story briefly in our log book and furnish Mr. Muller a detailed report for forwarding to Mr. McCoy and me.

I will expect you to take care in the future to handle such matters in the manner I have just indicated.

M. L. Stewart
Terminal Superintendent

MLS/pl
cc: J. E. King
J. J. McCoy
F. Muller

A-721

THE LONG ISLAND RAIL ROAD
OFFICE OF TERMINAL SUPERINTENDENT

Pennsylvania Station, New York
October 6, 1971

From M. L. Stewart, Terminal Superintendent

To: E. E. Harris

Subject: Your performance as Assistant Station Master, Penn Station, New York on October 1st, 1971

On the afternoon of October 1st at about 5:18 P.M. Train JP433 became disabled in Line 4 and did not arrive until 6:17 P.M. This caused a serious backup of trains on the westbound side and ultimately resulted in a large number of eastbound trains being delayed.

I have been informed by the Station Master on duty that you lost track of train movements both in and out of Penn Station during most of the disruption and it ultimately became necessary for Assistant Trainmaster Roman to relieve you and bring your train record up-to-date.

This is not the first instance of this nature as you know. I thought I detected an indication that you were determined to improve your performance after ohr last talk on this subject, but it appears you either cannot or will not conquer this situation.

Inasmuch as you have now worked as Assistant Station Master over 400 days I no longer feel that you can use inexperience or lack of familiarity with detail of assignment as a valid excuse for failure to keep up with the pace during times of trouble.

It, therefore, becomes my duty to inform you that, if you wish to continue to perform service as an Assistant Station Master you will have to show a prompt improvement in your ability to keep the Station Record correct and up-to-date.

M. L. Stewart
Terminal Superintendent

MLS/prl

LONG ISLAND RAIL ROAD.
OFFICE OF STATION MASTER

SEPT 17 1975

A-722

FROM D.M.M.
TO L.W DIXON ASST SUPT TRAN.

SUBJ ASST STATION MASTERS AND USHER RATES AS OF SEPT 17 1975

ASST STA MAST	GRADE	STEP	DAILY	WEEKLY	ANNUAL
P. JOHNSTON J PLATZ JR KEMPSIN	4	4	$48.899	$342.29	$17,779.08
SCHNEIDER. E HARRIS DIAZ	4.	3	$47.470	$332.29	$17.279.08
NONE	4	2			
FUENTES C FULLER MCCOMB MANNING TRAENOR	4	1	$44,611	$312.28	$16,238.56.

NOTE ABOVE BASED ON SEVEN DAY WORK WEEK

EXTRA ASST STATION MASTERS PAY SCALE BASED ON FIVE DAYS DAILY $62.455 TO COMPARE WITH GRADE 4 STEP #1 ASST. STA MASTERS ALSO EXTRA ASSTISTANTS HAVE OPTION TO WORK RELIEF DAY IF POSITIVE IS AVAILABLE, AS USHERS AT $60.814 DAILY.

USHERS RATE EFF JULY 1 1975

DAILY.	WEEKLY.	ANNUAL (52 WKS).
$60.814	$304.05	$15 810.50

NOTE USHERS RECEIVE 12 PAID HOLIDAYS PLUS ADD DAY FOR BIRTH DIFFERENTIAL RATE AT .76 AN HOUR (BETWEEN 6PM 6AM DAILY. SAT SUN & HOLIDAYS ONLY) COST OF LIVING AS OF JULY 1 1975 OF 41 AN HOUR

A-723

ILLUSTRATION OF TWO MEN ON SAME TOUR OF 6

DAILY 3 PM TO 11 PM MONDAY TO FRIDAY GRADE 4

ASST STATION MASTER AND USHER

ASST STATION MASTER ANNUALLY.		16.238.56
* USHER – ANNUALLY.	15.810.50.	
DIFF RATE (25 HRS WEEKLY) AT .76 AND HOUR	988.60	
HOLIDAY RATE (PONITIVE). 12 PAID HOLIDAYS	1094.40	17,892.90

* NOTE THE ABOVE USHER RATE DOES NOT INCLUDE AS OF JULY 1 1975 4 + AND HOUR COST OF LIVING INDEX.

D. M. Meggenell

Station Master

C/C NCSTRC

~~[illegible]~~

D. M. M.

From: L. K. Landsberg

Sept 17, 1975

To: J. J. Geynor

A-724

Subject: Suspension of Assistant Station Master P. E. Harris

On the morning of Sept. 12, 1975, As per instructions, I told the crew of the PWA648 to use the equipment of train #708, on track #16, for PWA648. I bushed them out at 6^{40} A.M.

Train #1611 arrived on track #15 at 6^{44} A.M and I turned crew and equipment for train #708, which departed at 6^{53} AM, two minutes late.

Terminal Train Master L. J. Rizzacasa was on train #1611 and upon his arrival at the Station Masters office confronted Mr Harris and told him he had failed in the performance of his duties by not insuring that the proper announcements were made regarding the track change of train #708, and that the track designation sign still showed train #708 on track #16, in addition the ticket office had not been informed of the change.

Mr Harris then stated "Well there is an Assistant Train Master on duty", referring to me, and implying that the responsibility and the blame was mine.

Mr Rizzacasa informed Mr Harris that as Assistant Station Master it was his responsibility to oversee the duties of the jushers, and, insure that train information was properly advertised and displayed.

Mr Harris proceeded to argue the point and

then Mr Rizzacasa ordered him to make announcement over the P.A. system regarding the track change on train #708.

Mr Harris refused and was again about to begin his argument and trying to shift the blame to me. At this point Mr Rizzacasa relieved Mr Harris of duty.

Mr Harris rose, picked up his personal belongings, put on his jacket and stated "I'll see you in court.

K H Lundberg
Assistant Area Master.

12-31-74

A 726

To: Station Master;
Mr. R. A. Partridge,

Subject: Relief being late

Mr Farris has been late in relieving me on Thanksgiving day and on Christmas day by 10 to 15 mins. He would call from Jamaica and say that he'll be in on the following train. Mr Farris has been late in relieving me several occasions in the past and I have never said anything about it. But apparently he has made this a habit, and I do not think it's fair especially on the holidays.

Asst. Sta. Master
Ralph [illegible]

Sept. 11, 1975

A-727

To: Mr. J. J. Joyce:
Subject: Asst. Sta. Master C. C. Harris

On the following dates Sept. 4, 10, + 11 I received calls from Mr. Harris that he missed his train from Jamaica and that he'll be in on TR # 1685 which is due in No. at 11:12 pm.

I have written to you in the past about Mr. Harris being late in last few months.

It appears to me that Mr. Harris still has "I don't give a damn attitude"; whether he arrives for his tour of duty on time.

Asst. Sta. Master
R. Diaz Jr.

EXHIBITS TO 1976 PROCEEDINGS
OF U. S. DISTRICT COURT HELD
ON DECEMBER 10-15, 1976 AND
JANUARY 3, 4, 1977

(Pages A- 729 to A- 828 following)

A-729

Draft of A for min. 11/15/76

Revised 9/20/76 WC
Timetable No. 3
Effective 9/26/76
Sheet No. 1 Nov. 11, 1976

A TOUR	
B TOUR	
C TOUR	

LONG ISLAND RAIL ROAD
STATION MASTER'S TRAIN RECORD SHEETS
MONDAY TO FRIDAY ONLY

EASTBOUND TRAINS	WESTBOUND TRAINS	TIME	TOR	TIME PLACE	TIME DEP.	DY	ARR. DY	TOR	CONSIST	CREW AVAIL.	FROM TRAIN	FOR TRAIN	RUN NO.	Cycle No.	REMARKS
1600		12.02	19	3					6	1605	359	1605	118	18	
	1689	12.04	19	4				11	10	Fin. N.Y.	1690	400	112	65	
80		12.11	18	3					8	Fin. Dab.	191	105	231	23	
	193	12.19	16	4				17	10	PJ 1230	1070	802	165	58	
400		12.21	19	3					10	STNY 403	1689	403	90	71	
	439	12.22	17	4					8	Fin. N.Y.	492	82	113	10	
PJ1230		12.30	20	3					6	Fin. Jam.	481	JAT612	165	43	
82		12.41	17	3					8	STNY 85	489	93	95	29	Total [illegible]
	1691	12.43	18	4					10	DN Jam.	1692	1602	166	70	[illegible]
	195	12.46	19	4					6	Fin. N.Y.	186	402.	114		
802		1.01	46	3					10	STNY 805	193	819	96	76	
	1601	1.04	21	4				14	8	Fin. N.Y.	1694	PJ146	115	32	
1602		1.11	48	3					10	STNY 1607	1691	1607	97	52	[illegible]
402		1.21	19	3					6	STNY 405	195	405	98	13	
	401	1.22	17	4					10	Fin. N.Y.	496	84	116	57	[illegible]
	801	1.27	19	4					8	PJ 146	806	404	237	42	
	1603	1.33	18	4					10	Fin. N.Y.	1696	1604	117	73	
84		1.41	47	3					10	STNY 1603	401	107	99	57	
PJ146		1.46	21	3					8	[illegible] 117	1601	[illegible]622	237	32	
	81	1.48	20	4					4	86	2-Jed 1-PRY754	PRM520	191	49	
	403	2.22	17	4					10	1604	400	86	94	71	
	803	2.27	20	4					4	PJ 234	JL1036	PRM520	238	49	
	1605	2.33	16	4					6	Fin. N.Y.	1600	804.	118	18	
PJ234		2.34	20	3					Shop Excess	JUN 596			238		
	83	2.48	20	4					4	PJ 300	136	PJ300	192	4	
PJ300		3.00	20	4					4	JUN 340	4-83	JM516	192	4	
804		3.01	16	3					6	STNY 811	1605	807	100	18	
1604		3.07	18	3					10	1609	1603	1609	94	73	add 2

* Trains To Be Cleaned

11-9-76 (11PM to 7AM)

Line #1 out of service from 11PM to 5AM. (3rd Rail + track work)

A Tower continues to take lines and tracks out of service at will, without any communication with the office. Line #3 was taken out of service on this morning at exactly 12:41AM. The time #832 no Schedule to leave. I was given no power to retire at to the the exact time the line was gone out. I was given no information at all! C Tower tell me after the line was taken out what we call them know that the train had to be pulled west! I later found out from the Dispatcher that he had given A Tower permission to take it out after #460, but he did not tell me. Consequently #832 - 11" late.
#1602 - 5" " . A/C 3 Train arrived, but waited until the time of departure to come up to the Office and check it out.

Collector #590 to finish the balance of Run - 142 today only.

11-10-76

Train #422 delayed 07 min A/C 125 was placed on track #8 for train 422 and 204 notified that 125 Equipt had lateral motion & late date test + 2 other trains were flagged.
Train #1622 was delayed 04 min A/C train 422 going out ahead. 1055AM to 1232PM to repair 33 switch at "C" tower

Line #4 out for C.T. work 11 1032AM OK AT 235PM.
"C" Tower.

G. E. Smith

(problems on 33 switch
replaced new
Base Plate
Lock Rod
Anti Creeper
Worn + Cracked.)

112 - 9-10-76

Mr. Laynor

I asked A Tower at 11:40 PM about the trains that would be going out Line 1 off of 15-16-17 tracks. Tr. #400 left, A Tower would take out line 3. At 12:05 AM I talked with the stationmaster giving him the line up of Trains and to communicate with the engineer to pull west going in on 16 or 17 TR. after #489 went in on 17 track for 82 not being notified that the train wasn't in the clear until leaving time sent a crew over to pull west, train had to have another brake test causing train to go late about 11 min. #1691 went in on 16 TR - #195 went on 17 TR notified 17 TR wasn't in the clear crew pulled west. At 1:AM was notified that #162 wasn't in the clear crew went over to pull west but conductor wouldn't close door until leaving time causing a delay for #162

Blomfield EXH 2
FOR IDEN.
~~IN EVD.~~ DATE 11/23/76
SHARON MACKINTOSH

11/11/76

To whom it may concern

On November 9, 1976 at approximately 1205 I heard the yardmaster state that line #3 was to be taken out of service but I am not sure as to which train was to be the last train to use the line. Since it is not my responsibility to listen to such announcements I don't recall the mention of any train number.

Respectfully submitted,

Joseph Shearer

Gaynor EXH 11 A-733
FOR IDEN.
IN EVD. DATE
SHARON MACKINTOSH

THE LONG ISLAND RAIL ROAD

OFFICE OF TERMINAL SUPERINTENDENT

December 24, 1975

From: J. J. Gaynor, Terminal Superintendent

To: E. E. Harris, Assistant Station Master

Subject: Failure to make proper entry in log book

In checking the log book for December 23, 1975, there was no entry during your tour of duty stating what time Line 1 was taken out of service.

However, entry was made that tunnel was returned to service at 4:58 A.M.

Please advise why you failed to record time and reason tunnel was out of service?

Several times in the past, I have stressed that you being management representative on this tour, it is incumbent upon you to properly log all unusual occurrences which occur during your tour of duty.

J. J. Gaynor
Terminal Superintendent

CJO'D:lg

12/25/75 A. 734

To: Mr. J. J. Joyce:
Terminal Superintendent;
Subject: Mr. C. C. Harris

On 12/24/75 Mr. Harris called from Jamaica at 10:45 P.M. that he had missed his train and that he'll be in on the following train #1685 which was 14 min. late. On writting to you can have a record and you can also check and see that in the past Mr. Harris has always been late.

Thank You
R. Ding Jr.
Asst. Station Master

A-735

TELEPHONE JA 3-3131

CLARENCE BOONE, D.D.S., P.C.
115-03 MERRICK BOULEVARD
JAMAICA, NEW YORK 11434

Date November 11, 1976

This is to certify that
Mr. Edward Jones

had an appointment at this office for dental attention
on November 11, 1976
DATE

at 5-6 PM o'clock.

Please excuse this absence. Mr. Edward Jones
was treated for toothache

Dr. Clarence Boone D.D.S.

BLACK/TOTAL WORKERS, NUMBERS AND PERCENTAGE

	1966	1967	1968	1969	1970	1971	1972	1973
OFFICIALS AND MANAGERS	1/159 .63%	1/181 .55%	1/222 .45%	4/312 1.28%	7/334 2.10%	5/345 1.45%	3/267 1.12%	7/342 2.05%
PROFESSIONALS	0/69 0%	2/76 2.63%	4/85 4.71%	5/106 4.72%	9/136 6.62%	8/185 4.32%	8/220 3.64%	9/203 4.43%
TECHNICIANS	0/94 0%	0/102 0%	0/102 0%	12/852 1.41%	15/889 1.69%	2/91 2.20%	2/76 2.63%	2/96 2.08%
SALES WORKERS	0/20 0%	0/19 0%	0/18 0%	85/164 51.83%	70/171 40.94%	77/161 47.83%	76/312 24.36%	79/307 25.73%
OFFICE AND CLERICAL	38/770 4.94%	14/776 1.80%	28/793 3.53%	38/667 5.70%	42/721 5.83%	35/862 4.06%	25/559 4.47%	29/584 4.97%
CRAFTSMEN (SKIDLED)	325/2749 11.82%	174/2850 6.11%	168/2895 5.80%	229/3469 6.60%	294/3593 8.18%	213/2975 7.16%	223/2343 9.52%	252/2273 11.09%
OPERATIVES (SEMISKILLED)	106/1518 6.98%	62/1475 4.20%	77/1475 5.22%	138/460 30.00%	145/471 30.79%	128/1463 8.75%	148/2228 6.64%	180/2387 7.54%
LABORERS (UNSKILLED)	435/932 46.67%	302/981 30.78%	288/944 30.51%	152/499 30.46%	195/547 35.65%	295/1050 28.10%	303/1112 27.25%	259/1017 25.47%
SERVICE WORKERS	90/248 36.29%	118/271 43.54%	122/287 42.51%	61/117 52.14%	57/109 52.29%	72/240 30.00%	78/236 33.05%	87/244 35.66%

DISTRIBUTION OF LIRR EMPLOYEES
BY DEPARTMENT, UNION, RACE* AND
JOB, WITH MAJOR DEPARTMENT HEADS

PRESIDENT AND GENERAL MANAGER: W. L. Schlager, Jr. (p. 245)

50	0/4 - Management	0%****

I. PLANNING AND DEVELOPMENT

DIRECTOR OF PLANNING AND DEVELOPMENT: D. D. Eisele (p. 244)

10	0/1 - Clerical	0%
50	0/22 - Management	0%

II. PUBLIC RELATIONS AND COMMUNITY AFFAIRS

DIRECTOR OF PUBLIC RELATIONS AND COMMUNITY AFFAIRS: H. L. Boerner (pp.242-243

10	1/23 - Clerical	4.3%
16	0/3 - Agent, Supervisors	0%
50	0/8 - Management	0%

III. INTERNAL AUDITING

DIRECTOR OF AUDITS: R. J. Warneke (p. 241)

10	0/1 - Clerical	0%
50	0/16 - Management	0%

IV. PERSONNEL MANAGEMENT

SUPERINTENDENT OF PERSONNEL MANAGEMENT: R. E. Peterson (pp. 239-240**)

10	0/1 - Clerical	0%
50	0/5 - Management	0%

A. Captain of Police: H. C. Cook (pp. 235-238**)

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* Indicated as black/total employees, per job category.
** Includes cost center "Personnel Relations" and "Director of Security".
*** Combines "Insp. Police - Uniform" and "Insp. Police - Detective" cost centers.
**** Indicates per cent of blacks.

	01	15/126 - Patrolmen, Policewomen, Sergeants, Lieutenants, Detectives	11.9%
	50	0/6 - Management	0%

B. Director of Safety: P. A. Blauvelt (p. 234)

10	0/2 - Clerical	0%
50	0/4 - Management	0%

C. Medical Director: M. E. Fox, M.D. (p. 233)

10	0/2 - Clerical	0%
50	0/5 - Management	0%

D. Manager of Labor Relations: J. J. Ward (p. 232)

10	0/5 - Clerical	0%
50	0/9 - Management	0%

E. Manager of Training and Development: J. J. Miller (p. 231)

10	0/1 - Station Cleaner	0%
10	0/6 - Clerical	0%
50	0/18 - Management	0%

F. Salary Administrator*: E. J. Zeman (p. 230)

10	0/2 - Clerical	0%
50	1/8 - Management	12.5%

V. TREASURER-CONTROLLER'S [includes computer systems and services]

TREASURER-CONTROLLER: T. P. Moore (pp. 216-229)

10	3/146 - Clerical	2.1%
50	1/80 - Management	1.3%

VI. LAW [includes Claims Bureau and, according to cost center index, Offices Services]

VICE PRESIDENT - GENERAL COUNSEL AND SECRETARY: G. M. Onken (pp. 212-215)

10	2/6 - Messengers, Office Porter, Chauffeur, Station Cleaner	33.3%
10	4/67 - Clerical, etc.	6.%
10	0/21 - Management	0%

* Cost center "Salary, Employment and Employee Benefits" on index.

VII. OPERATIONS

VICE PRESIDENT - OPERATIONS: J. Taylor (p. 211)

10	0/1 - Clerical	0%
50	0/3 - Management	0%

A. Maintenance of Equipment

Superintendent of Maintenance of Equipment: W. C. Gage (p. 154)

10	0/2 - Clerical	0%
50	0/2 - Management	0%

(1) Master Mechanic - M. J. Territory: D. J. Saporito (pp. 140-153)

03	6/12 - Laborers	50.0%
06	55/289 - Car Repairmen, Car Inspectors, Painters	19.0%
06	0/1 - Coach Cleaner	0%
09	23/156 - Electricians	14.7%
10	2/4 - Ind. Truck Drivers	50.0%
10	0/8 - Clerical	0%
11	0/26 - Gang Foremen	0%
12	1/14 - Foremen, Asst. Foremen	7.1%
50	0/14 - Management	0%

(2) Master Mechanic - Loco. Territory*: T. E. Hall (pp. 125-139)

03	8/29 - Laborers	27.6%
03	1/28 - Machinists	3.6%
06	23/150 - Car Repairmen, Car Inspectors, Upholsterers, Painters, Steam Heat Crm., Crane Engineer - Car	15.3%
06	85/260 - Coach Cleaners, Gang Leaders	32.7%
07	4/20 - Sheet Metal Workers, Pipefitters	20.0%
09	5/41 - Electricians, Crane Engineer	12.2%
10	4/6 - Ind. Truck Drivers, Ind. Crane Operator	66.7%
10	2/5 - Clerical	40.0%

* Called "Master Mechanic - Steam" in cost center index.

A-749

11	5/39 - Gang Foremen	12.8%
12	2/15 - Foremen, Asst. Foremen	13.3%
50	0/4 - Management	0%

(3) Manager of Mechanical Engineering*: R. P. Turnbull)
(4) Manager of Electrical Engineering*: R. A. Brouillet) (pp.122-124)

03	4/12 - Stationary Engineers and Firemen	33.3%
05	0/17 - Machinists	0%
07	0/13 - Sheet Metal Workers	0%
08	0/2 - Boilermakers	0%
09	1/7 - Electricians	14.3%
11	0/3 - Gang Foremen	0%
50	2/18 - Management	11.1%

(5) Master Mechanic - Locomotive Shops**: D. P. Prendergast) (pp. 101
(6) Master Mechanic - Car Shops**: J. W. Yaeger) -121)

01	1/2 - Watchmen	50.0%
03	18/70 - Laborers	25.7%
05	25/180 - Machinists, M. W. Utility Mech. Fed. Inspector	13.9%
06	28/169 - Car Repairmen, Car Inspectors, Upholsterers, Painters, Steam Heat Crm., Locomotive Carpenters	16.6%
06	23/111 - Coach Cleaners, Gang Leader	20.7%
07	5/73 - Sheet Metal Workers, Tinsmiths	6.8%
08	2/21 - Boilermakers, Blacksmiths, Hammer Oper.	9.5%
09	15/179 - Electricians, Elect. Crane Operators	8.4%
10	11/18 - Ind. Truck Drivers, Ind. Crane Operators, Chauffeurs, Elevator Oper.	61.1%
10	0/4 - Clerical	0%

* These positions both appear in the "Manager of Mechanical and Electrical Engineering" cost center.
** These positions both appear in the "Master Mechanic - M. P. Shops" cost center.

11	0/49 - Gang Foremen*	0%
12	0/12 - Foremen, Asst. Foremen, Asst. General Foreman	0%
50	0/5 - Management	0%

(7) Manager of Quality Control: E. J. O'Connor (p. 100)

50	1/17 - Management	5.9%

(8) Assistant Superintendent - Maintenance of Equipment Administration**
E. P. DeCeck (pp. 98-99)

05	1/6 - Machinist Apprentices	16.7%
06	1/11 - Carman Trainees	9.1%
07	0/1 - Sheet Metal Workers Apprentice	0%
09	2/7 - Electrician Apprentices	28.6%
10	0/7 - Clerical	0%
50	1/10 - Management	10%

B. Transportation

Superintendent of Transportation: J. C. Valder (pp. 95-97***)

02	0/1 - Special Duty	0%
10	0/23 - Clerical	0%
50	0/26 - Management	0%

(1) Assistant Superintendent - Passenger: L. W. Dixon (pp. 66-94)

04	70/1,140 - Conductors, Asst. Conductors, Ticket collectors	6.1%
04	1/66 - Yard Conductors and Firemen, Yard Brakemen	1.5%
10	3/41 - Station Cleaner, Porters, Messengers, Ushers, Baggagemen	7.3%
10	0/4 - Clerical	0%
14	0/21 - Yardmasters	0%
50	0/23 - Management	0%

(2) Assistant Superintendent - Engine Service: R. W. Strachan (pp.52-66)

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* One of these Gang Foremen is R. D. Gearing, who is listed in the print-out as belonging to the blacksmiths' union (08).

** Cost center "Personnel and Training".

*** Cost Centers "Supt. - Transportation", "Mgr. - Time and Schedules" and "Asst. Supt. - Manpower".

A-742

02	5/416	- Passenger, Freight and Yard Engineers	1.2%
02	16/121	- "& Passenger Engineers", Engineer Trainees	13.2%
10	0/1	- Station Cleaner	0%
10	0/11	- Clerical, etc.	0%
50	0/9	- Management	0%

(3) Assistant Superintendent - Freight: C. W. Powers (pp. 29-32, 41-50)

01	0/7	- Bridgemen, Motormen	0%
04	4/201	- Road and Yard Freight Conductors, Firemen and Brakemen	2.0%
10	5/7	- Station Cleaners, Porter, Laborer, Delivery Man, Crane Operator	71.4%
10	9/89	- Clerical, etc.	10.1%
14	0/16	- Yardmasters	0%
16	0/8	- Freight Agents, Traveling Agents	0%
50	0/18	- Management	0%

(4) Assistant Superintendent - Train Movement: F. L. Paulin (pp. 36-40)

10	0/2	- Clerical	0%
16	6/138	- Train Directors and Assistants, Block Operators, Levermen, Operator Clerks	4.3%
50	0/33	- Management	0%

(5) Terminal Superintendent - New York: J. E. King (pp. 33-35)

10	4/12	- Ushers	33.3%
10	1/4	- Clerical	25.0%
14	0/6	- Yardmasters, Asst. Yardmasters	0%
50	1/11	- Management	9.1%

C. Group Sales*

Manager of Group Sales: H. E. Tomlinson (p. 27)

10	0/3	- Clerical	0%
50	0/4	- Management	0%

* "Tour Bureau" in cost center index.

D. Purchases and Materials

Director of Purchases and Materials: A. J. Hoover (p. 26)

03	1/11 - Laborers	9.1%
10	17/65 - Ind. Truck Driver, Stockmen, Store Attendants, Laborers, Labor Foreman	26.2%
10	1/6 - Clerical, etc.	16.7%
11	0/1 - St. Lab. Foreman	0%
50	0/19 - Management	0%

E. Station Operations

Director of Station Operations: H. M. Throop (pp. 7-18)

10	52/91 - Station Cleaners, Baggagemen, Matron	57.1%
10	17/182 - Clerical	9.3%
16	1/58 - Agents	1.7%
50	0/9 - Management	0%

F. Engineering

Chief Engineer: J. D. Woodward (p. 210)

50	0/1 - Management	0%

(1) Assistant Chief Engineer - Maintenance of Way: C. H. Gaut (p. 209)

01	0/5 - Assistants to Staff Engineers	0%
50	0/3 - Management	0%

(a) Engineer of Track: G. H. Winter (pp. 186-208)

01	148/552 - M. W. Utility, Eng. Wrk. Equip., Machine Operators, Welders, Trackmen, Watchmen, Trafficmen, Repairmen, Acting Asst. Supervisors, Acting Inspector	26.8%
01	13/68 - Foremen, Asst. Foremen, General Foreman	19.1%
04	1/15 - M. W. Inspectors, Supervisors, Asst. Supervisor	6.7%
10	1/4 - Clerical	25.0%
12	0/2 - Foreman, General Foreman	0%
50	1/10 - Management	10%

(b) Engineer - Structural Maintenance: H. G. Campbell, Jr. (pp. 182-185)

01	6/110	- Signwriter, Mechanics, M. W. Utility, Welders, Bricklayers, Bridgetenders, Repairmen, Blacksmith	5.5%
01	0/23	- Foremen, Acting General man, Asst. Eng. Strt., B & B Inspectors	0%
04	0/1	- M. W. Inspector	0%
07	0/17	- Plumbers, Plumber Foremen	0%
12	0/1	- General Foreman	0%
50	0/1	- Management	0%

(2) Assistant Chief Engineer - Signals & Communications: E. W. Aiken (pp. 181)

50	0/1	- Management	0%

(a) Engineer - Signals & Commun. Designs: F. W. Banks (p. 180)

50	0/11	- Management	0%

(b) Engineer - Signals: W. L. Hamilton (pp. 174-179)

10	1/1	- Clerical	100.0%
15	4/136	- Signal Maint., Signal Tech., T & S Maintainers, Signalmen, Asst. Signalmen, Signal Chau., Helpers	2.9%
15	0/19	- Foremen, Asst. Foremen	0%
50	0/6	- Management	0%

(c) Engineer - Communications: E. H. Bashauer (pp. 171-173)

09	0/2	- Electricians	0%
10	2/60	- Telephone Operators	0%
15	2/60	- Signalmen, Asst. Signalmen, Comm. Technicians, Helpers	3.3%
15	0/9	- Foremen, Asst. Foreman	0%
50	0/5	- Management	0%

(3) Assistant Chief Engineer - Power: L. R. Compton (p. 170)

50	0/1	- Management	0%

(a) Engineer - Electric Traction: E. W. Koch (pp. 162-169)

09	11/175	- Electricians, Power Operators, Electrolysis Testers, Linemen, App. Line Cab S, Helpers	6.3%

10	0/1 - Clerical	0%
11	0/20 - Gang Foremen	0%
12	0/6 - Foremen	0%
50	0/17 - Management	0%

(b) Engineer - E. T. Design: D. M. Servedio (p. 161)

50	0/4 - Management	0%

(c) Project Manager - Electrification: R. W. Wallendorf (p.160)

10	0/1 - Clerical	0%
50	0/8 - Management	0%

(4) Assistant Chief Engineer - Design & Construction: E. D. Ripple (pp. 155-159)

50	2/28 - Management	7.1%

(5) Assistant Chief Engineer - Administration: R. A. Hazan (p. 155)

10	0/5 - Clerical	0%
50	0/11 - Management	0%

VIII. FREIGHT SERVICES

MANAGER OF FREIGHT SALES AND INDUSTRIAL DEVELOPMENT: A. J. Tomlinson (pp. 4-6)

10	0/12 - Clerical	0%
50	0/11 - Management	0%

IX. SPECIAL SERVICES

DIRECTOR OF SPECIAL SERVICES: W. F. McNamara (pp. 1-3)

04	69/96 - S. S. Attendants, Club Car Porters, Supervisors, Asst. Manager	71.9%
10	0/1 - Chauffeur	0%
10	0/9 - Clerical	0%
50	1/5 - Management	20.9%

PLAINTIFF'S EXHIBIT 13

EXTRACTS FROM MANAGEMENT PERSONNEL FILES SUBMITTED PURSUANT TO JUDGE GAGLIARDI'S DIRECTION
(January 4, 1976 at page 623 of the transcript)

[illegible] 19, 1973

[illegible]

[illegible] a [illegible] of the incident at Brooklyn, New York on Saturday, December [illegible], 1972 wherein a derailment occurred [illegible] of cars in a [illegible] plant, you are hereby [illegible] Assistant Supervisor - Train Movement for an indefinite period of time.

During this probation period, you will not be eligible for any salary increases.

It must be understood that any more leniency than is shown in above stipulation could not be granted due to the severity and nature of this incident.

Respectfully,

J. C. Valder
Superintendent - Transportation

JCV:vcg

cc: W. L. Schlager, Jr.
J. Taylor
R. B. Paterson
V. J. Caramoro

A-748

SALARY ADMINISTRATION FORM
FOR MANAGERIAL, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

S.A. 1

Revised 1973

SECTION 1 (PERSONAL INFORMATION)

NAME	LOUIS E. SATTER	EMPLOYEE #	10986	MARITAL STATUS	
NAME OF SR. MGMT.		SOCIAL SECURITY #		SEX	
		DATE OF BIRTH		DEPENDENTS (NOT EMPLOYED)	

SECTION 2 (REQUEST)

	PRESENT STATUS	PROPOSED STATUS
TITLE	Chf. Train Dispatchex	
GRADE	8	
STEP	2	
ANNUAL SALARY	$ 24,442.08	
INCENTIVE		
DAILY RATE		
DATE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
NATURE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
DIVISION	5	
DEPARTMENT	42	
ICC CODE		
DISTRIBUTION CODE (DIVN. 3 & 5 ONLY)		
GANG LOCATION		
PAY LOCATION		
EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXX	

SELECTION # ____

	SLP CODE
☐ HIRING RATE	E
☐ PROMOTION RATE	P
☐ DEMOTION RATE	D
☐ TRANSFER	L
☐ MERIT	C
☐ INCENTIVE	I
☐ PROFICIENCY RATE	M
☐ PROBATIONARY RATE	T
REVIEW DATE ____	
☐ RECLASSIFICATION	R
☐ EVALUATION NEW POSITION	
☐ POSITION ABOLISHMENT	
☐ TITLE CHANGE	
☐ OTHER ____	
☐ DATE OF LAST PERFORMANCE REVIEW AND DEVELOPMENT PLAN (MPA) PLACED ON FILE	
DATE ____	

NEW POSITION DESCRIPTION ATTACHED ☐ REAFFIRM EXISTING POSITION DESCRIPTION ☐

SECTION 3 (CHANGE OF STATUS)

☐ DISABILITY (2)
☐ RETIREMENT (3)
☐ DEATH (4)
☐ DISMISSAL (5)
EFFECTIVE DATE ____

☐ RESIGNATION (5) ATTACHED ☐ YES ☐ NO
REHIRE (IF YES, COMMENT) ☐ YES ☐ NO
EFFECTIVE DATE

☐ MILITARY LEAVE (2)
☐ LEAVE OF ABSENCE
FROM
TO

COMMENT

SALARY ADJUSTMENT FOR 9/74 GENERAL INCREASE.

SECTION 4 (AUTHORITY)

REQUESTED BY ____ SIGNATURE ____ TITLE ____ DEPARTMENT ____ DATE ____

APPROVED BY ____ SIGNATURE ____ TITLE ____ DEPARTMENT ____ DATE ____

AUTHORIZED BY ____ CHAIRMAN - SALARY COMMITTEE ____ DATE ____

AUTHORIZED BY ____ PRESIDENT ____ DATE ____

– DO NOT TYPE BELOW –

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR IBM USE
J.R.I. Personnel		

BEST COPY AVAILABLE

A-749

X

SALARY ADMINISTRATION FORM

S.A. 1

NAME			

TITLE		
GRADE		
STEP	3	
ANNUAL SALARY	20,673.00	
INCENTIVE		
DAILY RATE		
DATE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
NATURE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
DIVISION		
DEPARTMENT	62	
ICC CODE		
DISTRIBUTION CODE (DIVN. 8 & 9 ONLY)		
BANK LOCATION		
PAY LOCATION		
EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXX	

SECTION 2 (NEW POSITION)

- ☐ HIRING RATE
- ☐ PROMOTION RATE
- ☐ DEMOTION RATE
- ☐ TRANSFER
- ☐ MERIT
- ☐ INCENTIVE
- ☐ PROFICIENCY RATE
- ☐ PROBATIONARY RATE

REVIEW DATE

- ☐ RECLASSIFICATION
- ☐ EVALUATION NEW POSITION
- ☐ POSITION ABOLISHMENT
- ☐ TITLE CHANGE
- ☐ OTHER
- ☐ DATE OF LAST PERFORMANCE REVIEW AND DEVELOPMENT PLAN (MPM) PLACED ON FILE

DATE

NEW POSITION DESCRIPTION ATTACHED ☐ REAFFIRM EXISTING POSITION DESCRIPTION ☐

SECTION 3 (CHANGE OF STATUS)

- ☐ DISABILITY (4)
- ☐ RETIREMENT (5)
- ☐ DEATH (6)
- ☐ DISMISSAL (8)

EFFECTIVE DATE

☐ RESIGNATION (9) ATTACHED ☐ YES ☐ NO

REHIRE (IF SO, COMMENT) ☐ YES ☐ NO

EFFECTIVE DATE

☐ MILITARY LEAVE (3)
☐ LEAVE OF ABSENCE

FROM
TO

COMMENT

Update for 11/73 increase.

SECTION 4 (AUTHORITY)

REQUESTED BY _____ SIGNATURE _____ TITLE _____ DEPARTMENT _____ DATE _____

APPROVED BY _____ SIGNATURE _____ TITLE _____ DEPARTMENT _____ DATE _____

AUTHORIZED BY _____ CHAIRMAN - SALARY COMMITTEE _____ DATE _____

AUTHORIZED BY _____ PRESIDENT _____ DATE _____

— DO NOT TYPE BELOW —

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR ISM USE

BEST COPY AVAILABLE

THE LONG ISLAND RAIL ROAD

Case No. 74-149

I hereby waive any rights I may have to a trial by the Long Island Rail Road for the following offense with which I am charged:

"Failure to comply with third rail plan #52 while on duty at Valley Tower, Thursday, April 25, 1974"

A. LINES

DATE

R. M. SPEIS

DATE

LONG ISLAND RAIL ROAD

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON L.I.R.R. DIVISION

No. 74-140 April 29, 1974 19

Name [illegible] Occupation Block Operator

IEM [illegible]723

Home Station L.I.

Discipline 10 calendar days suspension - time held off to apply

Date of Occurrence 4/25/74 Engine Train

Place Valley Interlocking

OUTLINE OF OFFENSE--

"FAILURE TO COMPLY WITH THIRD RAIL PLAN # 52 WHILE ON DUTY AT VALLEY TOWER, THURSDAY, APRIL 25, 1974"

J. E. King

J. E. King
Assistant Supt.-Train Movement

EMPLOYE MUST SIGN THE FOLLOWING

[illegible]

Date [illegible]

Forwarded to By Date

Forwarded to By Date

[illegible] RAILROAD

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

[illegible] L.I. DIVISION

[illegible] 73-193 June 15, 1973 19

Name JONES, [illegible] 16733 Occupation TRACK OPERATOR

Home Division L.I.

Discipline (15) days suspension - time held off

to apply. (Served # 2415)

Date of Offense 6/13/73 Engine Train

Place

NATURE OF OFFENSE:-

YOUR MISHANDLING OF TRAIN NO. 816 AND SUBSEQUENT MISHANDLING OF THE TRAIN AT VALLEY ON WEDNESDAY, JUNE 13, 1973.

J. C. Gray

ASST. SUPT.-TRAIN MOVEMENT

EMPLOYE MUST SIGN THE FOLLOWING:

This certifies that I was notified June 15 19 73 that I would be disciplined in accordance with the above order, and I understand that same will be put into effect [illegible] days from date or as soon thereafter as may be arranged.

Allen Jones

Date June 18 1973

Put into effect _____ _____ Officer's signature

Forwarded to _____ by _____ Date _____

Forwarded to _____ by _____ Date _____

Original to be returned to _____

Copy to be retained by employe.

If discipline is for employe of another division, forward Superintendent of that division three copies of this form.

J

A.753

R.D. 17

DATE

SOCIAL SECURITY #

DATE OF BIRTH

SEX

COUNTY

ZIP CODE

MARITAL STATUS

EMPLOYEE #

SECTION 1
EMPLOYEE

EFFECTIVE DATE

DATE

UNION CODE #

OCCUPATION

RATE
$
☐ HOURLY
☐ DAILY

COPY TO FINANCIAL OFFICER OF UNION
ON

PREVIOUS EMPLOYER

PREVIOUS TERM OF SERVICE
FROM TO

PREVIOUS TITLE

PREVIOUS LOCATION

REASON FOR SEPARATION

☐ YES
☐ NO

SECTION 2
EMPLOYEE RETURN FROM

FURLOUGH ☐ MILITARY ☐ DISABILITY ☐ MATERNITY ☐ LEAVE OF ABSENCE ☐ SICK LEAVE ☐
OTHER ☐

EFFECTIVE DATE

DATE

UNION CODE #

OCCUPATION

RATE
$
☐ HOURLY
☐ DAILY

COPY TO FINANCIAL OFFICER OF UNION
ON

SECTION 3
EMPLOYMENT CHANGES

EFFECTIVE DATE 2/21/73

RECORD CODE 1

☐ TRANSFER – PERSONNEL DEPT. APPROVAL

REASON

DESCRIPTION OF CHANGES
From To SIGD
To C- Block C/R

	OLD	NEW
DIVISION	5	5
DEPARTMENT	42	51
ICC CODE	076	083
CLASSIFICATION CODE (WORK & SCALE)	322-3	9643
RATE OF PAY-IF HOURLY		
RATE OF PAY-IF DAILY	2.25	42.00
OCCUPATION	Trash Dumper	Clerk C2
SHIFT	2	1
PAY LOCATION	5	5
WORK CODE	3	16

SECTION 4
TERMINATION

EFFECTIVE DATE

UNION CODE #

	CODE
RESIGNATION	1
MILITARY	2
DISABILITY	3
RETIREMENT	4
DEATH	5
DISCHARGE	6

COMMENTS

QUALITY OF WORK
QUANTITY OF WORK
ATTENDANCE
OUTLOOK

COPY TO FINANCIAL OFFICER OF UNION
ON

REHIRE
YES ☐ NO ☐

RESIGNATION LETTER ATTACHED
YES ☐ NO ☐

SECTION 5
LEAVES

EFFECTIVE DATE

UNION CODE #

☐ LEAVE OF ABSENCE
☐ SICK LEAVE
☐ MATERNITY

DATES
FROM TO

EXPLAIN

SECTION 6
PERSONAL CHANGES

NEW NAME

NEW ADDRESS

NEW PHONE

NEW DATA

UNION CODE #

SECTION 7
CHANGE OF QUALIFICATION

EFFECTIVE PROGRAM
FROM TO

PART

RECEIVED
FEB 23

A-754

[illegible] REGISTRATION FORM

[illegible] & ADMINISTRATIVE PERSONNEL

S.A. 1

SECTION 1 (PERSONAL INFORMATION)

NAME	EMPLOYEE #	[illegible]3	MARITAL STATUS
ADDRESS	SOCIAL SECURITY #	[illegible]-4833	SEX
[illegible]	DATE OF BIRTH	[illegible]-37	DEPENDENTS (INCL. EMPLOYEE)

[illegible]		[illegible]	[illegible]

[illegible]		[illegible]	[illegible]
[illegible]		[illegible]	[illegible]
[illegible]		[illegible]	[illegible]
DEMOTION DATE	DOLLIMIT	527,[illegible]	
TRANSFER			
INCENTIVE	DAILY RATE	527.[illegible]	[illegible].250
PROFICIENCY DATE	DATE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
PROBATIONARY DATE	AMOUNT OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
REVIEW DATE	DIVISION	5	2
RECLASSIFICATION	DEPARTMENT	9	21
EVALUATION NEW POSITION	[illegible]	373	323
POSITION [illegible]	[illegible]	[illegible]	[illegible]
TITLE CHANGE	WORK LOCATION	51	40
OTHER	PAY LOCATION	535	375
DATE OF [illegible]	EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXX	[illegible]
[illegible] FILE			
DATE			

CHECK ONE: NEW POSITION DESCRIPTION ATTACHED ☐ REAFFIRM EXISTING POSITION DESCRIPTION ☐

SECTION 2 (CHANGE OF STATUS)

☐ DISABILITY (2)
☐ RETIREMENT (3)
☐ DEATH (4)
☐ [illegible] (5)
EFFECTIVE DATE

☐ RESIGNATION (9)
EFFECTIVE DATE
REASON
DO YOU CONSIDER YOURSELF ELIGIBLE FOR REHIRE? ☐ YES ☐ NO
EFFECTIVE DATE

☐ MILITARY LEAVE (8)
LEAVE OF ABSENCE
FROM

COMMENT
Hospital Location from Dispatcher position to Extra Block Operator

RECEIVED
FEB 23 1973
[illegible]

SECTION 4 (AUTHORITY)

REQUESTED BY [illegible] Superintendent - Transportation
SIGNATURE TITLE DEPARTMENT DATE

APPROVED BY [illegible] Vice President - [illegible]
SIGNATURE TITLE DEPARTMENT DATE

AUTHORIZED BY
CHAIRMAN - SALARY COMMITTEE DATE

AUTHORIZED BY Walter L. Schlueter, Jr. 2/28/73
PRESIDENT DATE

- DO NOT TYPE BELOW -

FOR PERSONNEL USE | FOR PAYROLL AND ACCOUNTING USE | FOR [illegible] USE

J

A 755

LONG ISLAND RAIL ROAD

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON L. I. R. R. DIVISION

No 72-63 March 7, 1972 19

Name J. J. Dolnat Occupation Block Operator

Home Division L.I.R.R.

Discipline 2 Calendar Days Suspension

Date of Occurrence 2/4/72 Engine Train

Place Harold

OUTLINE OF OFFENSE:-

Displaying an improper signal for train 1656 at approximately 5:34 P.M. at Harold while covering assignment as Train Director, 3:00 P.M. to 11:00 P.M. on February 4, 1972, which necessitated running a signal time release and resulted in delay to eleven (11) trains.

RECEIVED APR 6 - 1972

Asst.Supt.-Train Movement

EMPLOYE MUST SIGN THE FOLLOWING

This certifies that I was notified 19 that I would be disciplined in accordance with the above order, and I understand that same will be put into effect days from date or as soon thereafter as may be arranged.

Put into effect Officer's Signature

Forwarded to by Date

Forwarded to by Date

Original to be returned to

Copy to be retained by employe

If discipline is for employe of another division, forward Superintendent of that division three copies of this form

A-756

LONG ISLAND RAILROAD

NOTICE OF DISCIPLINE FOR OFFENSE PENDING

CN L. I. R. R. DIVISION

No. 72-64 March 7, 1972 19

Name J. J. Polmat Occupation Block Operator

Home Division L. I. R. R.

Discipline Reprimand

Date of Occurrence 2/8/72 Engine Train

Place Harold

OUTLINE OF OFFENSE:-

Your failure to properly advise Train Director M. Walsh of the location of train No. 472 which resulted in this train being misrouted at Great Neck.

RECEIVED
APR 5 - 1972
PERSONNEL
L. I. R. R.

Asst. Supt.-Train Movement

EMPLOYE MUST SIGN THE FOLLOWING:

This certifies that I was notified 19 that I would be disciplined in accordance with the above order, and I understand that same will be put into effect days from date or at such thereafter as may be ordered.

Date

Put into effect

Officer's Signature

Forwarded to by Date

Forwarded to by Date

Original to be returned to

Copy to be retained by employe

If discipline is for employe of another division, forward Superintendent of that division above copies of this form

A 3757

R.D. 17

DATE

SOCIAL SECURITY #

COUNTY

ZIP CODE

DATE OF BIRTH

MARITAL STATUS

EMPLOYEE #

SECTION 1
REHIRE

EFFECTIVE DATE

UNION CODE #

OCCUPATION

RATE $ HOURLY DAILY

COPY TO FINANCIAL OFFICER OF UNION ON DATE

PREVIOUS L.I.R.R. SERVICE FROM TO

PREVIOUS ISM #

PREVIOUS TITLE

PREVIOUS LOCATION

REASON FOR SEPARATION

SECTION 2
EMPLOYEE RETURN FROM

FURLOUGH MILITARY DISABILITY MATERNITY LEAVE OF ABSENCE SICK LEAVE OTHER

EFFECTIVE DATE

UNION CODE #

OCCUPATION

RATE $ HOURLY DAILY

COPY TO FINANCIAL OFFICER OF UNION ON DATE

SECTION 3
EMPLOYMENT CHANGES

EFFECTIVE DATE

RECORD CODE

TRANSFER - PERSONNEL DEPT. APPROVAL

EXPLANATION OF CHANGES

	PRESENT	NEW
DIVISION		3
DEPARTMENT	42	51
ICC CODE	016	013
DISTRIBUTION CODE (DIVN. 3 & 5 ONLY)	3723	4443
RATE OF PAY-IF HOURLY		
RATE OF PAY-IF DAILY		37640 D
OCCUPATION	T.S. - DIESEL MAS.	ASSIST-OPR
CANG LOCATION	51	00
PAY LOCATION	531	0016
UNION CODE		12

SECTION 4
TERMINATION

EFFECTIVE DATE

UNION CODE #

	CODE
FURLOUGH	2
MILITARY	3
DISABILITY	2
RETIREMENT	3
DEATH	4
[illegible]	5
DISMISSAL	6

COMMENTS

	EXCELL	GOOD	FAIR	POOR
QUALITY OF WORK				
QUANTITY OF WORK				
ATTITUDE TOWARD WORK				
ATTENDANCE				
INITIATIVE				

COPY TO FINANCIAL OFFICER OF UNION ON DATE

RE-HIRE YES NO

RESIGNATION LETTER ATTACHED YES NO

SECTION 5
LEAVES

EFFECTIVE DATE

UNION CODE #

LEAVE OF ABSENCE
SICK LEAVE
MATERNITY

DATES FROM TO

EXPLAIN

SECTION 6
PERSONAL CHANGES

NEW NAME

NEW ADDRESS

NEW PHONE

OTHER DATA

UNION CODE #

SECTION 7
CHANGE OF QUALIFICATION

APPRENTICE PROGRAM FROM TO

DATE

DATE SATISFACTORILY COMPLETED

SCHOOL

MAJOR

HIGH SCHOOL ACADEMIC VOCATIONAL

COLLEGE CORRESPONDENCE OTHER

DEGREE DIPLOMA CERTIFICATE

TYPE

DATE GRADUATED

UNION CODE #

APPROVED

DATE

A-758

The Long Island Rail Road

R.D. 17

NAME [illegible] DATE [illegible]

ADDRESS 133 Dooley Road SOCIAL SECURITY # 053-34-1222

Holtsville, New York COUNTY Suffolk ZIP CODE 11742 DATE OF BIRTH 3-27-43 SEX M

DEPENDENTS (ONLY ABLE BODIED ADULTS) MARITAL STATUS M EMPLOYEE # 11411

(FOR EMPLOYEE FILE)

SECTION 1 NEW EMPLOYEE — ATTACH CARD (FOR NEW EMPLOYEE'S PERSONNEL FILE) — EFFECTIVE DATE

DIV. #	DEPT. #	UNION CODE #	OCCUPATION	RATE	COPY TO FINANCIAL OFFICER OF UNION
				$ ____ ☐ HOURLY ☐ DAILY	ON ____ DATE

RETIREE	PREVIOUS L.I.R.R. SERVICE	PREVIOUS DIV. #	PREVIOUS TITLE	PREVIOUS LOCATION	REASON FOR SEPARATION
☐ YES ☐ NO	FROM TO				

SECTION 2 EMPLOYEE RETURN FROM: FURLOUGH ☐ MILITARY ☐ DISABILITY ☐ MATERNITY ☐ LEAVE OF ABSENCE ☐ SICK LEAVE ☐ OTHER ☐ — EFFECTIVE DATE

DIV. #	DEPT. #	UNION CODE #	OCCUPATION	RATE	COPY TO FINANCIAL OFFICER OF UNION
				$ ____ ☐ HOURLY ☐ DAILY	ON ____ DATE

SECTION 3 EMPLOYMENT CHANGES — EFFECTIVE DATE 6-6-73 — RECORD CODE .....

☐ TRANSFER – PERSONNEL DEPT. APPROVAL

EXPLANATION OF CHANGES: Disqualification as Train Dispatcher & return to Block Opr. status

333

	PRESENT	NEW
DIVISION	5	3
DEPARTMENT	42	51
ICC CODE	076	083
DISTRIBUTION CODE (DIVS. 3 & 5 ONLY)	3723	4043
RATE OF PAY-IF HOURLY		
RATE OF PAY-IF DAILY	47.3902	42.0600
OCCUPATION	TRAIN DISPATCHER	BLOCK OPERATOR
GANG LOCATION	51	00
PAY LOCATION	535	075
UNION CODE		16

SECTION 4 TERMINATION — EFFECTIVE DATE — UNION CODE #

	CODE
☐ FURLOUGH	2
☐ MILITARY	2
☐ DISABILITY	2
☐ RETIREMENT	
☐ DEATH	4
☐ RESIGNATION	5
☐ DISMISSAL	5

COMMENTS

	EXCEL.	GOOD	FAIR	POOR
QUALITY OF WORK				
QUANTITY OF WORK				
ATTITUDE TOWARD WORK				
ATTENDANCE				
INITIATIVE				

COPY TO FINANCIAL OFFICER OF UNION ON ____ DATE

RE-HIRE YES ☐ NO ☐

RESIGNATION LETTER ATTACHED YES ☐ NO ☐

SECTION 5 LEAVES. ☐ LEAVE OF ABSENCE ☐ SICK LEAVE ☐ MATERNITY — EFFECTIVE DATE — UNION CODE #

DATES FROM TO — EXPLAIN

SECTION 6 PERSONAL CHANGES — NEW NAME — NEW ADDRESS — NEW PHONE — OTHER DATA

RECEIVED JUN 7 1973 L.I.R.R.

SECTION 7 CHANGE OF QUALIFICATION — APPRENTICE PROGRAM FROM TO — CRAFT — DATE SATISFACTORY COMPLETION

SCHOOL — MAJOR

HIGH SCHOOL ACADEMIC ☐ VOCATIONAL ☐ — COLLEGE ☐ CORRESPONDENCE ☐ OTHER ☐ — ☐ DEGREE ☐ DIPLOMA ☐ CERTIFICATE — TYPE — DATE AWARDED — UNION CODE #

PREPARED BY	APPROVED	TITLE	DATE
J. E. Wainwright		Asst. to Supt. Transp.	

10678-23

A759

758

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

S.A. 1

Revised 7 11

SECTION 1 (PERSONAL INFORMATION)

NAME: J. B. KONK	EMPLOYEE #	11411	MARITAL STATUS	M
ADDRESS (HOME): 135 Buckley Road, Holtsville, New York	SOCIAL SECURITY #	053-34-1322	SEX	M
	DATE OF BIRTH	3-27-43	DEPENDENTS (NO. OF EMPLOYEE DEP.)	

SECTION 2 (REQUEST)

333

- [ ] HIRING RATE (H)
- [ ] PROMOTION RATE (P)
- [X] DEMOTION RATE (D)
- [ ] TRANSFER (L)
- [ ] INCENTIVE (I)
- [ ] PROFICIENCY RATE (M)
- [ ] PROBATIONARY RATE (T)
  - REVIEW DATE _____
- [ ] RECLASSIFICATION (R)
- [ ] EVALUATION NEW POSITION
- [ ] POSITION ABOLISHMENT
- [ ] TITLE CHANGE
- [X] OTHER Disqualification
- [ ] DATE OF LAST PERFORMANCE REVIEW AND DEVELOPMENT PLAN (MP-4) PLACED ON FILE
  - DATE _____

	PRESENT STATUS	PROPOSED STATUS
TITLE	Train Dispatcher	Block Operator
GRADE	6	
STEP	3	
ANNUAL SALARY	$17,250	
INCENTIVE		
DAILY RATE	47.390E	42.060D
DATE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
NATURE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
DIVISION	5	3
DEPARTMENT	42	51
ICC CODE	076	063
DISTRIBUTION CODE (DIVN. 3 & 5 ONLY)	3723	4043
GANG LOCATION	51	00
PAY LOCATION	535	075
EFFECTIVE DATE	XXX XXXXXXXXXXXXXXXXXX	6-6-73

(CHECK ONE): NEW POSITION DESCRIPTION ATTACHED [ ] REAFFIRM EXISTING POSITION DESCRIPTION [ ]

SECTION 3 (CHANGE OF STATUS)

- [ ] DISABILITY (2)
- [ ] RETIREMENT (3)
- [ ] DEATH (4)
- [ ] DISMISSAL (5)

EFFECTIVE DATE _____

- [ ] RESIGNATION (5) ATTACHED [ ] YES [ ] NO
- REHIRE (IF RESIGNATION) [ ] YES [ ] NO

EFFECTIVE DATE

- [ ] MILITARY LEAVE (2)
- [ ] LEAVE OF ABSENCE

FROM

TO

COMMENT: Disqualification from Train Dispatcher position to Block Operator status.

RECEIVED JUN 7 1973 PERSONNEL RELATIONS DEPT. L.I.R.R.

SECTION 4 (AUTHORITY)

REQUESTED BY _____ Superintendent - Transportation 6/7/73
SIGNATURE — TITLE — DEPARTMENT — DATE

APPROVED BY _____ Vice President - Operations 6/7/73
SIGNATURE — TITLE — DEPARTMENT — DATE

AUTHORIZED BY _____ DATE
CHAIRMAN - SALARY COMMITTEE

AUTHORIZED BY Walter L. Schlager, Jr. DATE 6/14/73
PRESIDENT — DATE

– DO NOT TYPE BELOW –

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR IBM USE
6-18-73		

A760

LONG ISLAND RAIL ROAD
NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON LIRR DIVISION

No. 76-206 September 9, 1976

Name J. B. HOWE #11411 Occupation Block Operator

Home Division LI

Discipline Five (5) calendar days suspension

Dated
Occurrence Time Place

Place
OUTLINE OF OFFENSE

Your misrouting of train No. 4187, at Merrold on Saturday, August 21, 1976, resulting in a 28 minute delay to this train.

EMPLOYE MUST SIGN THE FOLLOWING J.E.KING,ASST.SUPT.-TP.MT.
The order of discipline [illegible]
would be disciplined [illegible]
to put into effect [illegible]

Date

Put into effect

Extended to

Extended to

Original to be returned to
Copy to be returned to employee
If discipline is for violation of another [illegible]
[illegible] copies of the form

A-761

LONG ISLAND RAIL ROAD

O-22
Revised 2/17/38

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON LONG ISLAND R. R. DIVISION

No 73-447 August 21, 1973

Name J. B. Howe Occupation Block Operator

Home Division L.I.

Discipline Reprimand

Date of Occurrence _____ Engine _____ Train _____

Place _____

OUTLINE OF OFFENSE:—

"Misroute of train no. 4872 to Port Washington Branch at Harold Interlocking resulting in a ten minute delay to train no. 4872 and a nine minute delay to train no. 4184 - on Sunday, August 12, 1973."

RECEIVED
AUG 31 1973
PERSONNEL DEPT.

J. E. KING
Asst. Supt.-Train Movement

EMPLOYE MUST SIGN THE FOLLOWING: This certifies that I was notified _____ 19 ___ that I would be disciplined in accordance with the above order, and I understand that same will be put into effect ____ days from date or as soon thereafter as may be arranged.

_____
Date _____

Put into effect _____ _____
Officer's Signature

Forwarded to _____ by _____ Date _____

Forwarded to _____ by _____ Date _____

Original to be returned to _____

Copy to be retained by employe.

If discipline is for employe of another division, forward Superintendent of that division three copies of this form.

A 762

LONG ISLAND RAIL ROAD

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON LIRR DIVISION

No. 74-358 September 13, 1974 19

Name J.B. Howe Occupation Block Operator

Home Division LI

Discipline 3 calendar days suspension

Date of Occurrence _____ Engine _____ Train _____

Place _____

OUTLINE OF OFFENSE

Your routing train no. 1017 ahead of train no. 109 at Amityville, resulting in delays to the following trains: 109, 1015, 1019, 111, 113, 1021, 1023, 115, and 1025 from 5 to 24 minutes.

J.E. King
Asst. Supt.-Trn. Mvt.

EMPLOYE MUST SIGN THE FOLLOWING:

This certifies that I was notified 19 that I would be disciplined in a manner as described herein and that same will be put into effect days from date of receipt. Matter is not to be appealed.

Put into effect

Forwarded to 19 19

Forwarded to 19 19

Original file to be returned to

Copy to be retained by employe

If discipline is for employe of another division, form of Superintendent of that division must be used.

A-763

LONG ISLAND RAIL ROAD

0-22
Form 3/17/58

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON LIRR DIVISION

No 75-467 December 17, 1975 19

Name J. B. Howe Occupation Block Operator

Home Division

Discipline Reprimand - and payment of $32.37 for personal telephone calls made on company phone

Date of Occurrence Engine Train

Place

OUTLINE OF OFFENSE:--

Your unauthorized use of company telephone for personal business located at Babylon Interlocking Station between March 18, 1975 and August 5, 1975.

J. E. King
J. E. King, Asst. Supt.-Train Mvmt.

EMPLOYE MUST SIGN THE FOLLOWING:

This certifies that I was notified 19 that I would be disciplined in accordance with the above order, and I understand that same will be put into effect days from date or as soon thereafter as may be arranged.

Date 12-21-75

Put into effect

Officer's Signature

Forwarded to by Date

Forwarded to by Date

Original to be returned to

Copy to be retained by employe.

If discipline is for employe of another division, forward Superintendent of that division three copies of this form.

A-764

X

LONG ISLAND RAIL ROAD

G 22
Form 2/17/58

NOTICE OF DISCIPLINE FOR OFFENSE OCCURRING

ON LIRR DIVISION

No. 75-466 December 17, 1975 19

Name J. B. Howe Occupation Block Operator

Home Division

Discipline Two (2) Days Suspension

Date of Occurrence Engine Train

Place

OUTLINE OF OFFENSE:--

Your misroute of train No. 33 at Babylon on Monday, October 20, 1975, resulting in delay to this train.

J. E. King

EMPLOYE MUST SIGN THE FOLLOWING: J. E. King, Asst. Supt.-Train Mvmt.

This certifies that I was notified 19 that I would be disciplined in accordance with the above order, and I understand that same will be put into effect days from date or as soon thereafter as may be arranged.

J. B. Howe

Date 12-21-75

Put into effect

Officer's Signature

Forwarded to by Date

Forwarded to by Date

Original to be returned to

Copy to be retained by employe.

If discipline is for employe of another division, forward Superintendent of that division three copies of this form.

The Long Island Rail Road

PERSONNEL ADMINISTRATION FORM
FOR REPRESENTED PERSONNEL

P.A. 2

A-765

SECTION 1. PERSONAL INFORMATION	EFFECTIVE DATE 5/24/76	DATE PREPARED 5/24/76

FIRST NAME	M.	LAST NAME	EMPL. NO.	SOCIAL SECURITY NO.	P.A. 1 REFERENCE NO.
DAVID	C.	ROBERTS	19518	060-30-6088	

SECTION 2. NEW EMPLOYEE	DATE OF BIRTH 8/11/37	SEX M

NAME	PREVIOUS EMPLOYER SERVICE DATES	PREVIOUS EMPL. NO.	PREVIOUS TITLE	REASON FOR SEPARATION
NON-RESIDENT			E.S. 6-17-60	

SECTION 3. EMPLOYMENT CHANGES	PRESENT	NEW	EXPLANATION OF CHANGE OR COMMENTS
STATUS CODE	1	6	Dismissed
DIVISION*	3		
DEPARTMENT*	51		
ICC CODE	077		
GANG LOCATION	00		
PAY LOCATION	090		
COST CENTER	56599700		
OCCUPATION CODE	6290		
JOB NUMBER			
DISTRIBUTION CODE	3723		
OCCUPATION TITLE	TRAIN DIRECTOR		
UNION CRAFT CODE (Three Digit Code)	16A		

L.C. CODE H D M S	RATE CODE HRLY DAILY	L.C.	R.C.	L.C.	R.C.	DATE OF COPY TO FINANCIAL OFFICER OF UNION
	0 –	M	–			NEW UNION _____ OLD UNION _____
RATE OF PAY		80.237				

*TO BE COMPLETED IN ALL CASES

HSA5 U

SECTION 4. TERMINATION

LAST DATE WORKED 2/14/76

R D 16 COMPLETED Yes ☐ No ☐

COMPANY PROPERTY RETURNED Yes ☐ No ☐

PASSES RETURNED Yes ☒ No ☐

	1	2	3	4
QUALITY OF WORK			X	
QUANTITY OF WORK		N/A		
ATTITUDE	X			
ATTENDANCE		X		
INITIATIVE		X		

ELIGIBLE FOR REHIRE: Yes ☐ No ☒

If Dismissal, or Ineligible for Rehire, give reason: Dismissed due to various offenses

CHECK APPROPRIATE RATING NUMBER

1 - Poor/Unacceptable 3 - Good

2 - Minimally Acceptable 4 - Very Good

PREPARED BY	APPROVED BY	EXT. #	TITLE	DATE
A. E. Lorper	L. W. Dixon	158	Asst. Supt. - Trans. Operations	5/24/76

Timekeeper

The Long Island Rail Road Company

R.D. 17 A766
REVISED 3/66

NAME D.C. Roberts DATE 11/11/69
ADDRESS SOCIAL SECURITY #
COUNTY ZIP CODE DATE OF BIRTH SEX
DEPENDENTS (MUST AGREE WITH W-4) (NEW EMPLOYEE ONLY) MARITAL STATUS EMPLOYEE # 19518

SECTION 1 NEW EMPLOYEE

STATUS CODE (FOR TIMEKEEPER'S USE ONLY) | EFFECTIVE DATE

DIV. #	DEPT. #	OCCUPATION	RATE	COPY TO FINANCIAL OFFICER OF UNION ON DATE
			$ ☐ HOURLY ☐ DAILY	

REHIRE	PREVIOUS L.I.R.R. SERVICE FROM TO	PREVIOUS IBM #	PREVIOUS TITLE	PREVIOUS LOCATION	REASON FOR SEPARATION
☐ YES ☐ NO					

SECTION 2 EMPLOYEE RETURN FROM:

FURLOUGH ☐ MILITARY ☐ DISABILITY ☐ MATERNITY ☐ LEAVE OF ABSENCE ☐ SICK LEAVE ☐ OTHER ☐

EFFECTIVE DATE

DIV. #	DEPT. #	OCCUPATION	RATE	COPY TO FINANCIAL OFFICER OF UNION ON DATE
			$ ☐ HOURLY ☐ DAILY	

SECTION 3 EMPLOYMENT CHANGES

EFFECTIVE DATE 11/11/69

☐ TRANSFER - PERSONNEL DEPT. APPROVAL:
(SIGN)
EXPLANATION OF CHANGE: Bid in new Posisti

	PRESENT	NEW
DIVISION	3	3
DEPARTMENT	51	51
ICC CODE	087	083
DISTRIBUTION CODE (DIVN. 3 & 5 ONLY)	3823	4043
RATE OF PAY-IF HOURLY		4:05 & 4:09 H 2 Cards
RATE OF PAY-IF DAILY	$ 35:97 M	
OCCUPATION	Asst. Train Director	Block Operator
GANG LOCATION	00	00
PAY LOCATION	075	165

SECTION 4 TERMINATION

EFFECTIVE DATE 11/18

	CODE
☐ FURLOUGH	2
☐ MILITARY	2
☐ DISABILITY	2
☐ RETIREMENT	3
☐ DEATH	4
☐ RESIGNATION	5
☐ DISMISSAL	5

COMMENT:

	EXCEL.	GOOD	FAIR	POOR
QUALITY OF WORK				
QUANTITY OF WORK				
ATTITUDE TOWARD WORK				
ATTENDANCE				
INITIATIVE				

COPY TO FINANCIAL OFFICER OF UNION ON DATE
RE-HIRE YES ☐ NO ☐
RESIGNATION LETTER ATTACHED YES ☐ NO ☐

SECTION 5 LEAVES

EFFECTIVE DATE

☐ LEAVE OF ABSENCE
☐ SICK LEAVE
☐ MATERNITY

DATES FROM	TO	EXPLAIN

SECTION 6 PERSONAL CHANGES

NEW NAME	NEW ADDRESS
NEW PHONE	OTHER DATA

SECTION 7 CHANGE OF QUALIFICATION

APPRENTICE PROGRAM FROM	TO	CRAFT	DATE SATISFACTORILY COMPLETED

SCHOOL	MAJOR

HIGH SCHOOL ☐ ACADEMIC ☐ VOCATIONAL ☐ COLLEGE ☐ CORRESPONDENCE ☐ OTHER ☐ DEGREE ☐ DIPLOMA ☐ CERTIFICATE TYPE DATE AWARDED

A.E. Lorper	W. Dellin Clerk	Asst. to the Supt. of Trans.	11/11/69
PREPARED BY	APPROVED	TITLE	DATE

A-767

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

Records.

S.A. 1

Revised 7/71

SECTION 1 (PERSONAL INFORMATION)

NAME: John H.. Roman	EMPLOYEE #	13341	MARITAL STATUS	M
ADDRESS (HOME): 1413 A East 12th Street, Brooklyn, N.Y.	SOCIAL SECURITY #	090-12-5321	SEX	M
ZIP CODE	DATE OF BIRTH	10/27/23	DEPENDENTS (NEW EMPLOYEE ONLY)	

SECTION 2 (REQUEST)

REFERENCE NO.

- [ ] HIRING RATE
- [ ] PROMOTION RATE
- [x] DEMOTION RATE
- [ ] TRANSFER
- [ ] INCENTIVE
- [ ] PROFICIENCY RATE
- [ ] PROBATIONARY RATE
  REVIEW DATE
- [ ] RECLASSIFICATION
- [ ] EVALUATION NEW POSITION
- [ ] POSITION ABOLISHMENT
- [ ] TITLE CHANGE
- [ ] OTHER
- [ ] DATE OF LAST PERFORMANCE REVIEW AND DEVELOPMENT PLAN (MP-4) PLACED ON FILE
  DATE

EDP CODE: E P D L I M T R

	PRESENT STATUS	PROPOSED STATUS
TITLE	Asst. Pgr. Train Master	Train Service
GRADE	06	
STEP	8	
ANNUAL SALARY	$17,160($33 wkly)	
INCENTIVE		
DAILY RATE	$47.143	
DATE OF LAST INCREASE	12/1/71	XXXXXXXXXXXXXXXXXXXXXX
NATURE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXX
DIVISION	5	4
DEPARTMENT	41	99
ICC CODE	002	111
DISTRIBUTION CODE (DIVN. 3 & 5 ONLY)	5507	
GANG LOCATION	46	
PAY LOCATION	537	000
EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXX	4/5/72

(CHECK ONE) NEW POSITION DESCRIPTION ATTACHED [ ] REAFFIRM EXISTING POSITION DESCRIPTION [ ]

SECTION 3 (CHANGE OF STATUS)

- [ ] DISABILITY (2)
- [ ] RETIREMENT (3)
- [ ] DEATH (4)
- [ ] DISMISSAL (5)

EFFECTIVE DATE

- [ ] RESIGNATION (1) ATTACHED [ ] YES [ ] NO
  REHIRE (IF NO, COMMENT) [ ] YES [ ] NO

EFFECTIVE DATE

- [ ] MILITARY LEAVE (2)
- [ ] LEAVE OF ABSENCE

FROM
TO

COMMENT

RECEIVED
MAR 24 1972
PERSONNEL RELATIONS DEPT.
L.I.R.R.

SECTION 4 (AUTHORITY)

	SIGNATURE	TITLE	DEPARTMENT	DATE
REQUESTED BY		Superintendent	Transportation	3/20/72
APPROVED BY		Vice President	Operations	
AUTHORIZED BY	CHAIRMAN - SALARY COMMITTEE			DATE
AUTHORIZED BY	PRESIDENT			DATE

- DO NOT TYPE BELOW -

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR IDM USE

Letter in proper place

RAIL ROAD

OFFICE OF ASSISTANT SUPERINTENDENT - PASSENGER

December 16, 1974

From: W. E. Steele

To: L. W. Dixon

Subject: R. E. Drumm,-Assistant Trainmaster

Some time ago I notified R. E. Drumm that all personnel on my staff who had never qualified as a Road Conductor would be expected to do so.

When I subsequently informed him that the date for the examination had been set for December 17, 1974 and commented that I had failed to observe any interest on his part in this examination, he stated that he had no intention of participating with other Assistant Trainmasters (there are four) in this qualifying program and that he had reached that point in life where he finds the responsibilities of his Trainmaster's position cumbersome and in conflict with his personal and social life.

Since the attitude of Mr. Drumm has been reflected in the quality of his work (mediocre at best) for quite some time, I have no alternative but to reduce him to his former position of Yardmaster, effective January 1, 1975.

I sincerely hope this action meets with your approval.

I should like to take this opportunity to strongly recommend E. J. Collura for the position of Assistant Trainmaster. His work attitude, yardmaster background, knowledge of railroading, as well as the experience he had gained in Minsola should make him a valuable asset to the Trainmaster forces of this department.

W. E. Steele
Assistant Superintendent -
Passenger

WES:apw

cc: J. C. Valder

Approved
12/17/74

A-769

x

75M 7-1-44 G-36 11-11-47

Service Record

Name Drum, Richard Ellsworth (Middle) 906453

(Print or type) (Last) (First)

Place and Date of Birth Lancaster, Ohio Mar 19 1928

Sex M Color W Social Security Account Number 284-24-2325 Relief Dept. Cert. Number

OCCUPATION RECORD

FILE NO.	Date Entered Service Occupation or Rate of Pay Changed	DIVISION	Department	LOCATION	OCCUPATION	RATE OF PAY	CONTROL NO.	CLASS	A.D.B.	DATE
[illegible]	5-12-48	L.L.L.L.	TL		Block Operator	Various		2	8	~~[illegible]~~
	[illegible]				Lineman					Cancelled Ro 55
	[illegible]			St. Louis	Asst to the Div					2-28-55
	8 8 63				Typist					
					"					
	7 22 64		Dept		"					
	[illegible]	5	41		[illegible] Data Proc				3-57	
	1-1-70	5			Chief Engr T/M	44.557				
	[illegible]	3			Yardmaster					

RELIEF RECORD

A-770

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

S.A. 1

SECTION 1 (PERSONAL INFORMATION)

NAME		EMPLOYEE #		MARITAL STATUS	
ADDRESS (HOME)		SOCIAL SECURITY #		SEX	
	ZIP CODE	DATE OF BIRTH		DEPENDENTS (NEW EMPLOYEE ONLY)	

SECTION 2 (REQUEST)

(CHECK)	EDP CODE		PRESENT STATUS	PROPOSED STATUS
		TITLE		
☐ HIRING RATE		GRADE		
☐ PROMOTION RATE	P	STEP		
☐ DEMOTION RATE	D	ANNUAL SALARY		
☐ TRANSFER	L	DAILY RATE		
☐ MERIT INCREASE	M	DATE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXXXX
☐ PROBATIONARY RATE	T	NATURE OF LAST INCREASE		XXXXXXXXXXXXXXXXXXXXXXXX
REVIEW DATE _____				
☐ RECLASSIFICATION	R	DIVISION		
☐ EVALUATION NEW POSITION		DEPARTMENT		
☐ POSITION ABOLISHMENT		ICC CODE		
☐ TITLE CHANGE		DISTRIBUTION CODE (DIVN. 7 & 9 ONLY)		
☐ OTHER		GANG LOCATION		
		PAY LOCATION		
		EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXXXX	

(CHECK ONE) NEW POSITION / REPLACEMENT — STATEMENT OF FUNCTIONS ATTACHED

SECTION 3 (CHANGE OF STATUS)

☐ DISABILITY (2)
☐ RETIREMENT (3)
☐ DEATH (4)
☐ DISMISSAL (9)

EFFECTIVE DATE _____

RESIGNATION (5)
ATTAINMENT (6)
REMOVE FROM COMPANY (7)
EFFECTIVE DATE
MILITARY LEAVE OF ABSENCE
LEAVE OF ABSENCE
FORM

SECTION 4 (AUTHORITY)

REQUESTED BY _____ SIGNATURE _____ DEPARTMENT _____ DATE _____

APPROVED BY _____ SIGNATURE _____ DEPARTMENT _____ DATE _____

AUTHORIZED BY _____ SIGNATURE OF DEPT. HEAD _____ DATE _____

AUTHORIZED BY _____ SIGNATURE _____ DEPARTMENT _____ DATE _____

DO NOT TYPE ABOVE

DISTRIBUTION: [illegible]

SALARY ADMINISTRATION FORM

FOR MANAGERIAL, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

S.A. A-7[illegible]

NAME INFORMATION

	EMPLOYEE # [illegible]	MARITAL STATUS [illegible]
	SOCIAL SECURITY # [illegible]	SEX [illegible]
	DATE OF BIRTH [illegible]	DEPENDENTS INCLUDED [illegible]

INSOLUTI		PRESENT SALARY	PROPOSED SALARY
	TITLE	[illegible]	[illegible]
	GRADE	2	[illegible]
	STEP	3	[illegible]
	ANNUAL SALARY	[illegible]	[illegible]
	INCENTIVE	[illegible]	--
	DAILY RATE	[illegible]	[illegible]
	DATE OF LAST STEP INCR.		XXXXXXXXXXXXXXXXXXXXXXXX
	DATE OF LAST SALARY CHANGE		XXXXXXXXXXXXXXXXXXXXXXXX
	DIVISION	[illegible]	[illegible]
	DEPARTMENT	[illegible]	[illegible]
	F. CODE	[illegible]	[illegible]
	[illegible] (CONTRACTS ONLY)	[illegible]	[illegible]
	INCREASE	[illegible]	[illegible]
	PERCENTAGE	[illegible]	[illegible]
	EFFECTIVE DATE	XXXXXXXXXXXXXXXXXXXXXXX	[illegible]

[illegible] ATTACHED [illegible] REASONS FOR STEP CONTROL INCREASES [illegible]

REASONS OF STATUS

[illegible]

RECEIVED
FEB 23 [illegible]
PERSONNEL [illegible]
[illegible]

[illegible] Schaefer

TITLE [illegible] DATE

TITLE [illegible] DATE

[illegible] 2/21/73

[illegible] DATE

- DO NOT TYPE BELOW -

[illegible]

The Long Island Rail Road

R.D. 17
REVISED 5/71 A-782

DATE [illegible]

NAME [illegible]

SOCIAL SECURITY # [illegible]

ADDRESS [illegible]

Babylon, N.Y. COUNTY [illegible] ZIP CODE 11702

DATE OF BIRTH 2-15-48 SEX F

MARITAL STATUS [illegible] EMPLOYEE # [illegible]

DEPENDENTS (MUST AGREE WITH W-4) ..... (REF. EMPLOYEE ONLY)

SECTION 1 NEW EMPLOYEE

STATUS CODE (FOR TIMEKEEPER'S USE ONLY) [ ] → EFFECTIVE DATE ←

DIV. #	DEPT. #	UNION CODE #	OCCUPATION	RATE $ ____ ☐ HOURLY ☐ DAILY	COPY TO FINANCIAL OFFICER OF UNION ON ____ DATE

REHIRE	PREVIOUS L.I.R.R. SERVICE	PREVIOUS IBM #	PREVIOUS TITLE	PREVIOUS LOCATION	REASON FOR SEPARATION
☐ YES ☐ NO	FROM TO				

SECTION 2 EMPLOYEE RETURN FROM:

FURLOUGH ☐ MILITARY ☐ DISABILITY ☐ MATERNITY ☐ LEAVE OF ABSENCE ☐ SICK LEAVE ☐ OTHER ☐

→ EFFECTIVE DATE ←

DIV. #	DEPT. #	UNION CODE #	OCCUPATION	RATE $ ____ ☐ HOURLY ☐ DAILY	COPY TO FINANCIAL OFFICER OF UNION ON ____ DATE

SECTION 3 EMPLOYMENT CHANGES

→ EFFECTIVE DATE [illegible] ← RECORD CODE .....

☐ TRANSFER – PERSONNEL DEPT. APPROVAL: (SIGN)

EXPLANATION OF CHANGE: Exercising seniority rights

REFERENCE NO.

	PRESENT	NEW
DIVISION	5	5
DEPARTMENT	41	4[illegible]
ICC CODE	005	007
DISTRIBUTION CODE (DIVSL. 3 & 5 ONLY)	3512	4523
RATE OF PAY-IF HOURLY		
RATE OF PAY-IF DAILY		37.[illegible]
OCCUPATION	[illegible]	Clerk
GANG LOCATION	[illegible]	[illegible]
PAY LOCATION	[illegible]	[illegible]
UNION CODE	10	[illegible]

UNION CODE #

SECTION 4 TERMINATION

→ EFFECTIVE DATE ←

	CODE
☐ FURLOUGH	2
☐ MILITARY	2
☐ DISABILITY	2
☐ RETIREMENT	3
☐ DEATH	4
☐ RESIGNATION	5
☐ DISMISSAL	5

COMMENT: [illegible]

	EXCEL.	GOOD	FAIR	POOR
QUALITY OF WORK				
QUANTITY OF WORK				
ATTITUDE TOWARD WORK				
ATTENDANCE				
INITIATIVE				

COPY TO FINANCIAL OFFICER OF UNION ON ____ DATE

RE-HIRE YES ☐ NO ☐

RESIGNATION LETTER ATTACHED YES ☐ NO ☐

SECTION 5 LEAVES

☐ LEAVE OF ABSENCE
☐ SICK LEAVE
☐ MATERNITY

→ EFFECTIVE DATE ←

UNION CODE #

DATES FROM TO

EXPLAIN

SECTION 6 PERSONAL CHANGES

NEW NAME

NEW ADDRESS

NEW PHONE

OTHER DATA

UNION CODE #

SECTION 7 CHANGE OF QUALIFICATION

APPRENTICE PROGRAM FROM TO

CRAFT

DATE SATISFACTORILY COMPLETED

SCHOOL

MAJOR

HIGH SCHOOL ☐ ACADEMIC ☐ VOCATIONAL ☐

COLLEGE ☐ CORRESPONDENCE ☐ OTHER ☐

☐ DEGREE ☐ DIPLOMA ☐ CERTIFICATE

TYPE

DATE AWARDED

UNION CODE #

RECEIVED FEB 23 1973 L.I.R.R.

PREPARED BY	APPROVED	TITLE	DATE
[illegible]	[illegible]	[illegible]	[illegible] 73

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

4-73 Rev. S.A. 1.

SECTION 1. PERSONAL INFORMATION

EFFECTIVE DATE	DATE PREPARED
7/22/76	7/21/76

FIRST NAME	M.	LAST NAME	EMPL. NO.	SOCIAL SECURITY NO.	P.A.1 REFERENCE NO.
CHARLES	P.	CALDERAZZO	10727	111-16-9717	

SECTION 2. NEW EMPLOYEE

DATE OF BIRTH 2/11/25 SEX M

SECTION 3. EMPLOYMENT CHANGES

	PRESENT	NEW
TITLE	Train Dispatcher	Block Operator
GRADE & STEP	6 - 3	
ANNUAL SALARY	$20,872.28	
INCENTIVE		
DAILY RATE	57.341	
DATE LAST INCREASE	1/1/74	
NATURE LAST INCREASE	General	
DIVISION*	5	3
DEPARTMENT*	42	51
ICC CODE	076	083
GANG LOCATION	51	00
PAY LOCATION	535	090
COST CENTER	56585900	56599700
OCCUPATION CODE	1110	6340
JOB NUMBER		
DISTRIBUTION CODE	3723	4043
STATUS CODE		

*TO BE COMPLETED IN ALL CASES

NEW POSITION DESCRIPTION ATTACHED ☐ REAFFIRM EXISTING POSITION DESCRIPTION ☐

REASON FOR CHANGE

- ☐ Hiring Rate
- ☐ Promotion Rate
- ☐ Demotion Rate
- ☐ Transfer
- ☐ Merit
- ☐ Incentive
- ☐ Proficiency Rate
- ☐ Probationary Rate
- _____ Review Date
- ☐ Reclassification
- ☐ Evaluation New Position
- ☐ Position Abolishment
- ☐ Title Change
- ☒ Other Return to rep.craft.
- ☐ Date of Last Performance. Review and Development Plan (MP-4) Placed on File

Date July 22, 1976

SECTION 4. TERMINATION

LAST DATE WORKED

PASSES/COMPANY PROPERTY RETURNED Yes ☐ No ☐

ELIGIBLE FOR REHIRE Yes ☐ No ☐

If dismissal, or Ineligible for Rehire, give reason:

EXPLANATION OF CHANGE OR COMMENTS:

Resigned as Train Dispatcher to revert to former craft.

REQUESTED BY L. W. Dixon (Signature) — L. W. Dixon, Asst.Supt.-Trans.Operations (Title / Department) — 7/22/76 (Date)

APPROVED BY J. C. Valder (Signature) — J. C. Valder, Superintendent-Transportation (Title / Department) — 7/22/76 (Date)

AUTHORIZED BY J. Taylor (Signature) — J. Taylor, Vice President-Operations (Chairman - Salary Committee) — 7/23/76 (Date)

AUTHORIZED BY R. F. Pattison (President) — 7/26/76 (Date)

– DO NOT TYPE BELOW –

FOR PERSONNEL USE — FOR TREASURER-CONTROLLER USE — FOR S & CS USE

The Long Island Rail Road

PERSONNEL ADMINISTRATION FORM
FOR REPRESENTED PERSONNEL

P.A. 2

A-774

SECTION 1. PERSONAL INFORMATION	EFFECTIVE DATE 7-22-76	DATE PREPARED 7-21-76

FIRST NAME	M.	LAST NAME	EMPL. NO.	SOCIAL SECURITY NO.	P.A. 1 REFERENCE NO.
CHARLES	P.	CALDERAZZO	10727	111-16-9717	

SECTION 2. NEW EMPLOYEE	DATE OF BIRTH 2-11-25	SEX M

REHIRE:	PREVIOUS L.I.R.R. SERVICE:	PREVIOUS EMPL. NO.	PREVIOUS TITLE	REASON FOR SEPARATION
YES ☐ NO ☐	FROM: TO:			

SECTION 3. EMPLOYMENT CHANGES

	PRESENT	NEW
STATUS CODE	1	1
DIVISION*	5	3
DEPARTMENT*	42	51
ICC CODE	076	083
GANG LOCATION	51	00
PAY LOCATION	535	090
COST CENTER	56585900	56599700
OCCUPATION CODE	1110	6340
JOB NUMBER		
DISTRIBUTION CODE	3723	4043
OCCUPATION TITLE	Train Dispatcher	Block Operator
UNION CRAFT CODE (Three Digit Code)	50 A	16 C
L. C. CODE (H D M S)	Managerial	M
RATE CODE (HRLY 0 / DAILY –)		
R.C.	E	O
RATE OF PAY	57.341	$7.2937

EXPLANATION OF CHANGE OR COMMENTS

Resigned as Train Dispatcher to revert to former craft.

DATE OF COPY TO FINANCIAL OFFICER OF UNION

NEW UNION _____ OLD UNION _____

*TO BE COMPLETED IN ALL CASES

SECTION 4. TERMINATION

LAST DATE WORKED _____

R D 16 COMPLETED Yes ☐ No ☐

COMPANY PROPERTY RETURNED Yes ☐ No ☐

PASSES RETURNED Yes ☐ No ☐

	1	2	3	4
QUALITY OF WORK				
QUANTITY OF WORK				
ATTITUDE				
ATTENDANCE				
INITIATIVE				

ELIGIBLE FOR REHIRE: Yes ☐ No ☐

If Dismissal, or Ineligible for Rehire, give reason: _____

CHECK APPROPRIATE RATING NUMBER

1 - Poor/Unacceptable 3 - Good

2 - Minimally Acceptable 4 - Very Good

PREPARED BY	APPROVED BY	EXT. #	TITLE	DATE
J.B.KING	Earl Sm Platz	600	Asst.Supt.Transp.	7/21/76

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

A-715 S.A.1

SECTION 1. PERSONAL INFORMATION

EFFECTIVE DATE ~~7/28/76~~ 8/1/76

DATE PREPARED 7/22/76

FIRST NAME	M.	LAST NAME	EMPL. NO.	SOCIAL SECURITY NO.	P.A.I REFERENCE NO.
WILLIAM	J.	THOMPSON	19231	069-36-4695	08-76-41-177

SECTION 2. NEW EMPLOYEE

DATE OF BIRTH 10/29/45

SEX M

SECTION 3. EMPLOYMENT CHANGES

	PRESENT	NEW
TITLE	Asst.To Chief Train Dispatcher	Train Dispatcher
GRADE & STEP	5 - 2	6 - 1
ANNUAL SALARY	$18,379.40	$19,541.60
INCENTIVE		
DAILY RATE	$50.493	$53.686
DATE LAST INCREASE	1/1/74	
NATURE LAST INCREASE	General	
DIVISION*	5	5
DEPARTMENT*	42	42
ICC CODE	075	076
GANG LOCATION	51	51
PAY LOCATION	535	535
COST CENTER	56585900	56585900
OCCUPATION CODE	1090	1110
JOB NUMBER		
DISTRIBUTION CODE	3713	3723
STATUS CODE		

REASON FOR CHANGE

- ☐ Hiring Rate
- ☒ Promotion Rate
- ☐ Demotion Rate
- ☐ Transfer
- ☐ Merit
- ☐ Incentive
- ☐ Proficiency Rate
- ☐ Probationary Rate
- _____ Review Date
- ☐ Reclassification
- ☐ Evaluation New Position
- ☐ Position Abolishment
- ☐ Title Change
- ☐ Other _____
- ☐ Date of Last Performance Review and Development Plan (MP-4) Placed on File

Date July 28, 1976

SECTION 4. TERMINATION

LAST DATE WORKED _____

PASSES/COMPANY PROPERTY RETURNED Yes ☐ No ☐

ELIGIBLE FOR REHIRE Yes ☐ No ☐

If dismissal, or Ineligible for Rehire, give reason:

*TO BE COMPLETED IN ALL CASES — NEW POSITION DESCRIPTION ATTACHED ☐ — REAFFIRM EXISTING POSITION DESCRIPTION ☐

EXPLANATION OF CHANGE OR COMMENTS:

REQUESTED BY [signature] — J. W. Dixon, Asst.Supt.-Trans. Operations — Signature / Title / Department — Date 7/22/76

APPROVED BY [signature] — J. C. Valder, Superintendent-Transportation — Signature / Title / Department — Date 7/23/76

AUTHORIZED BY [signature] — J. Taylor, Vice President - Operations — Chairman — Salary Committee — Date 7/23/76

AUTHORIZED BY [signature] — President — Date 8/6/76

— DO NOT TYPE BELOW —

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR S & CS USE

The Long Island Rail Road

SALARY ADMINISTRATION FORM
FOR MANAGEMENT, PROFESSIONAL & ADMINISTRATIVE PERSONNEL

S.A. 1

A-776

SECTION 1. PERSONAL INFORMATION	EFFECTIVE DATE 7/19/76		DATE PREPARED 7/19/76

FIRST NAME	M.	LAST NAME	EMPL. NO.	SOCIAL SECURITY NO.	P.A. 1 REFERENCE NO.
R.	R.	LANDSPERG	14591	115-24-4257	

SECTION 2. NEW EMPLOYEE — DATE OF BIRTH — SEX

SECTION 3. EMPLOYMENT CHANGES	PRESENT	NEW
TITLE	Assistant Trainmaster	Yardmaster
GRADE & STEP	6-2	
ANNUAL SALARY	$20207.20	
INCENTIVE		
DAILY RATE	$65.514 E	9.6438H(77.15 per day)
DATE LAST INCREASE		
NATURE LAST INCREASE		
DIVISION*	5	3
DEPARTMENT*	41	75
ICC CODE	002	105
GANG LOCATION	41	05
PAY LOCATION	533	090
COST CENTER	56899700	56878900
OCCUPATION CODE	1140	7990
JOB NUMBER		
DISTRIBUTION CODE	3712	3772
STATUS CODE	1	1

REASON FOR CHANGE

- ☐ Hiring Rate
- ☐ Promotion Rate
- ☐ Demotion Rate
- ☐ Transfer
- ☐ Merit
- ☐ Incentive
- ☐ Proficiency Rate
- ☐ Probationary Rate
- _____ Review Date
- ☐ Reclassification
- ☐ Evaluation New Position
- ☐ Position Abolishment
- ☒ Title Change
- ☒ Other Return to Craft
- ☐ Date of Last Performance Review and Development Plan (MP-4) Placed on File

Date _____

SECTION 4. TERMINATION

LAST DATE WORKED _____

PASSES/COMPANY PROPERTY RETURNED Yes ☐ No ☐

ELIGIBLE FOR REHIRE Yes ☐ No ☐

If dismissal, or Ineligible for Rehire, give reason:

*TO BE COMPLETED IN ALL CASES — NEW POSITION DESCRIPTION ATTACHED ☐ — REAFFIRM EXISTING POSITION DESCRIPTION ☐

EXPLANATION OF CHANGE OR COMMENTS:

RETURNED TO CRAFT.

	Signature	Title	Department	Date
REQUESTED BY	[signature]	Asst.Supt.-Trans.Operations		July 19, 1976
APPROVED BY	[signature]	Superintendent-Transportation		July 19 1976
AUTHORIZED BY	[signature] for	Vice President-Operations		July 20, 1976
AUTHORIZED BY	[signature]	Chairman — Salary Committee		July 23, 1976
		President		Date

– DO NOT TYPE BELOW –

FOR PERSONNEL USE	FOR TREASURER-CONTROLLER USE	FOR S & CS USE
TB 7/21/76 PD 7/21/76		

UNITED STATES DISTRICT COURT

SOUTHERN DISTRICT OF NEW YORK

FRANCES JOY CAPERS, et al., each individually and on behalf of all other persons similarly situated, Plaintiffs, -against- LONG ISLAND RAILROAD, et al., Defendants.	PLAINTIFFS' OFFER OF DEPOSITION TESTIMONY 72 Civ. 3168 (LPG)

Deponent and Date of Deposition	Page Reference	Substance of Testimony
James G. McKenna 11/19/76	p. 3, l. 6 - l. 22	Age, address, employer, position, length of service in this position, tour of duty.
	p. 13, l. 9 - l. 23	"C" Tower can determine whether a train is incorrectly positioned to depart over an outgoing tunnel by simply looking at the train and by looking at his board.
	p. 7, l. 12 - p. 8, l. 19	In the past, Mr. McKenna had never written a report about a train delay due to human or mechanical failure. He would simply notify the movement bureau. The only report he has written was the one on Mr. Harris.
	p. 21, l. 8 - l. 25	Mr. Gaynor asked Mr. McKenna to write a report due to the delays from line 3. He has never in the past been asked to write a report by anyone from the Railroad.

Plaintiff's Exhibit 15

Deponent and Date of Deposition	Page Reference	Substance of Testimony
James R. Bloomfield 11/23/76	p. 33, l. 11 - l. 21	Mr. Bloomfield spoke to Mr. Gaynor at about 3 p.m. on November 11 and Mr. Gaynor at that time stated that "C" and "A" Tower had different stories from that of Mr. Harris.
	p. 78, l. 21 - l. 25, p. 79, l. 10 (starting with the sentence beginning "And then...") - l. 16 (ending with the words "November 12,"; rest unresponsive)	When Mr. Harris entered the office on November 11, he was asked by Mr. Gaynor why he didn't have the written report. Mr. Harris indicated that he didn't think anybody was going to be requesting it when he came to work. Mr. Harris indicated that he would have had the report in on the morning of November 12.
Louis J. Rizzacasa 12/19/76	p. 18, l. 13 - l. 18	Mr. Rizzacasa recalls an incident concerning the delay of one train coming into New York on September 16, 1976 about which Mr. Dixon called him.
	p. 19, l. 10 - l. 20	Mr. Rizzacasa spoke to Mr. Harris before he spoke to Mr. Dixon. Mr. Harris explained what happened and Mr. Rizzacasa said "Okay, I'll take care of it."
	p. 20, l. 3 - l. 5	Mr. Rizzacasa didn't say anything to Mr. Harris or give him any disciplinary action at the time.
	p. 20, l. 15 - l. 17	He did not speak to Mr. Harris about the incident after having spoken to Mr. Dixon.

Plaintiff's Exhibit 15

Deponent and Date of Deposition	Page Reference	Substance of Testimony
Joseph J. Gaynor 11/19/76 11/22/76	p. 199, l. 2 - l. 15	Mr. Gaynor had received communications from Mr. Segreto and Mr. Civitillo on the afternoon of November 10 confirming that announcements had been given over the speakers.
	p. 201, l. 12 - l. 17	Mr. Gaynor spoke to Mr. Segreto on November 10, 1976.
	p. 286, l. 11 - p. 288, l. 5	Mr. Gaynor does not recall ever having seen a document dated September 16, 1976, written by L. E. Satter and sent to Messrs. Valder, Platz, Dixon, King, Gaynor, Steele and file.
Lawrence Dixon 12/29/76	p. 122, l. 13 - l. 24; p. 134, l. 4 - l. 25	When management employees are likely to be demoted, Mr. Dixon gives them an opportunity to present their side of the story. The employee is confronted with the facts and asked for an explanation
	p. 48, l. 19 - p. 49, l. 23	The pay for ASMs is based on a base figure and may include increments of various amounts; Harris is presently classified as one of the top paid ASMs.

Plaintiff's Exhibit 15

A-780

A TOUR	
B TOUR	
C TOUR	

LONG ISLAND RAIL ROAD

STATION MASTER'S TRAIN RECORD SHEETS

MONDAY TO FRIDAY ONLY

Revised 9/20/76
Timetable No. 3
Effective: 5/24/76
Sheet No. 1

EASTBOUND TRAINS	WESTBOUND TRAINS	TIME	TRK	CONN	TIME PLACE	TIME DEP.	BY "W"	ARR. NY	TRK	CONSIST	CREW AVAIL	FROM TRAIN	FOR TRAIN	RUN NO.	Cycle No.	REMARKS
1600		12.03	19	3			—	—	—	6	1605	359	1605	118	18	
	1689	12.04	19	4	—	—				10	Fin. N.Y.	1690	400	112	65	15 late.
80		12.11	18	3			—	—	—	8	In. Jab.	191	105	231	33	
	193	12.19	16	4	—	—		12	16	10	PJ 1230	1070	802	165	58	
400		12.21	19	3			—	—	—	10	STNY 403	1689	403	94	71	
	489	12.22	17	4	—	—				8	Fin. N.Y.	492	82	113	20	
PJ1230		12.30	20	3			—	—	—	6	Fin. Jam.	481	JAT612	165	43	
82		12.41	17	3			—	—	—	8	STNY 85	489	93	95	29	
	1691	12.43	18	4	—	—			18	10	DH Jam.	1692	1602	166	70	
	195	12.48	19	4	—	—			17	6	Fin. N.Y.	186	402	114		8
802		1.01	16	3			—	—	—	10	STNY 805	193	819	96	76	
	1601	1.06	21	4	—	—				8	Fin. N.Y.	1694	PJ146	115	32	5 Call. 104
1602		1.11	18	3			—	—	—	10	STNY 1607	1691	1607	97	52	
402		1.21	19	3			—	—	—	6	STNY 405	195	405	98	13	
	401	1.22	17	4	—	—				10	Fin. N.Y.	496	84	116	57	
	801	1.27	19	4	—	—				8	PJ 146	886	404	237	42	4
	1603	1.33	18	4	—	—				10	Fin. N.Y.	1696	1604	117	73	2
84		1.41	17	3			—	—	—	10	STNY 1603	401	107	99	57	
PJ1[illegible]6		1.46	21	3			—	—	—	8	DH [illegible] 712	1691	JUN622	237	32	4 East Cars [illegible]
	81	1.48	20	4	—	—				4	86	2-PBY754	PPW520	191	49	5
	403	2.22	17	4	—	—				10	1604	400	86	94	71	
	803	2.27	20	4	—	—				4	PJ 234	JL1036	PPW520	238	49	
	1605	2.33	16	4	—	—			6	6	Fin. N.Y.	1600	804	118	18	
PJ234		2.34	20	3			—	—	—	Shop Excess	JUN 506			238		
	83	2.48	20	4	—	—				4	PJ 300	186	PJ300	192	4	
PJ300		3.00	20	4			—	—	—	4	JBY 340	4-83	JH516	192	4	[illegible]
804		3.01	16	3			—	—	—	6	STNY 811	1605	807	100	18	
1604		3.07	18	3			—	—	—	10	1609	1603	1609	94	73	

* Trains To Be Cleaned

A TOUR	
B TOUR	
C TOUR	

LONG ISLAND RAIL ROAD
STATION MASTER'S TRAIN RECORD SHEETS

MONDAY TO FRIDAY ONLY

Revised 9/20/76
Timetable No. 3
Effective: 5/24/76
Sheet No. 2
8-7-, 1976

EASTBOUND TRAINS	WESTBOUND TRAINS	TIME	TRK	TRK	TIME PLACE	TIME DEP.	BY "M"	ARR. NY	TRK	CONSIST	CREW AVAIL	FROM TRAIN	FOR TRAIN	RUN NO.	Cycle No.	REMARKS
86		3.11	17	3						10	95	403	113	191	43	Follow N.Y.C.
104		3.21	19	3						8	STNY 409	801	407	101	42	
	105	4.22	19	4					17	6	706	402	406	98	13	
	805	4.27	18	4						10	406	874	1606	96	68	
Clean on Track	*1607	4.33	16	4						10	PJ 444	1602	PWA620	97	52	
PJ444		4.44	21	3						Shop & Excess	JFR 650			97		
	85	4.48	17	4						8	PPW 520	180	88	96	37	
1606		5.01	18	3						10	STNY 1615	805	1615	102	68	
88		5.11	17	3						8	STNY 109	85	119	103	37	
PPW520		5.20	21	4						8	417	4-81 4-803	411	95	49	
406		5.31	19	3						6	413	405	413	96	13	
	407	5.47	17	4					17	8	PWA 620	404	90	265	42	
706		5.49	19	3						8	715	437	717	98	41	
	87	5.51	21	4						8	90	178	PG634	193	50	15"
1200		5.59	18	3						10	STNY 1207	1251	1207	104	63	
	89	6.11	18	3						10	PWA 626	1062	PWA626	194	69	[illegible]
	1609	6.15	19	4						10	PG 634	1604	408	94	73	[illegible]
																[illegible]
90	4	6.16	17	3		26				8	121	407	121	193	42	[illegible]
PWA620		6.20	16	3						10	1013	1607	1013	265	52	
PWA626		6.26	18	3						10	1019	89	1019	194	69	[illegible]
	409	6.26	20	4						6	PH 642	498	PH642	101	14	
PG634		6.34	21	3						8	301	87	301	94	50	
	1611	6.38	16	4						10	708	JUN410	708	142	64	
	807	6.41	18	4					15	6	810	804	810	239	18	
PH642		6.42	20	3						6	721	409	721BRK	101	14	
408		6.44	19	3						10	STNY 421	1609	421	105	73	[illegible]
	93	6.46	17	4					17	8	300	82	300	196	29	

* Train To Be Cleaned

A-782

A TOUR	
B TOUR	
C TOUR	

LONG ISLAND RAIL ROAD
STATION MASTER'S TRAIN RECORD SHEETS

MONDAY TO FRIDAY ONLY

Revised 9/20/76
Timetable No. 3
Effective: 5/24/76
Sheet No. 3

11-11-- , 197 6

EASTBOUND TRAINS	WESTBOUND TRAINS	TIME	TRK	TRK	TIME PLACE	TIME DEP.	BY "N"	ARR. NY	TRK	CONSIST	CREW AVAIL	FROM TRAIN	FOR TRAIN	RUN NO.	Cycle No.	REMARKS
708		6.51	16	3			—	—	—	10	723	1611	723	142	64	
	1001	6.55	19	4	—	—	653	659	19	8	PG 710	174	PG710	197	23	
3B	95	6.59	21	4	—	—	655	702	21	8	92	168	92	191	43	
810		7.02	18	3		702	—	—	—	6	825	807	825	239	18	
	1201	7.05	20	4	—	—	700	705	20	8	PFY 714	JHN510	PFY714	144	24	
																Fri. thru 1/5 : 7th.
300		7.06	17	3		706	—	—	—	8	303	93	303	196	29	
4B	411	7.09	21	4	—	—	702	708	21	8	1608	PPW520	1608	266	49	
	1003	7.09	16	2	—	—	705	711	16	8	FFP 720	190	FFP720	99	44	
PG710		7.10	19	3	659	714	—	—	—	8	305	1001	305	197	23	
3B	97	7.12	18	4	—	—	708	713	18	10	94	140	94	199	55	
PFY714		7.14	20	3	705	716	—	—	—	8	1025	1201	1025	144	24	
	1613	7.18	15	2	—	—	710	715	15	10	PFY 730	JUN450	PFY730	142	60	
PFP720		7.20	16	1	711	724	—	—	—	8	1701	1003	1701	99	44	
92		7.21	17	3	713	721	—	—	—	8	Fin. Dab.	95	127	191	43	
	1005	7.23	19	4	—	—	713	717	19	8	PBY 734	182	PBY734	200	22	
	413	7.28	20	4	—	—	720	726	20	6	PG 738	406	PG738	96	13	
1608		7.29	17	3	722	729	—	—	—	8	1627	411	1627	266	49	
PFY730		7.30	15	1	715	726	—	—	—	10	1027	1613	1027	143	60	
3B	811	7.32	21	4	—	—	723	729	21	8	1610	806	1610	100	36	
PBY734		7.34	19	3	717	732	—	—	—	8	123	1005	123	200	22	
3B	101	7.35	~~15~~ 14	2	—	—	724	734	14	12	PL 744	148	PL744	202	79	
PG738		7.38	20	3	726	735	—	—	—	6	307	413	307	240	13	
4B	713	7.39	~~21~~ 17	4	—	—	731	736	17	8	410	778	96	175	31	
94		7.41	~~12~~ 18	3	730	741	—	—	—	10	125	97	125	199	55	
INTACT CYCLE	1203	7.43	19	4	—	—	734	739	19	10	96	JHN552	410	148	54	
PL744		7.44	14	1	731	744	—	—	—	12	831	101	LP421	202	79	
	1007	7.44	13	1	—	—	732	745	16	12	PBY 754	1058	PBY754	192	81	
	103	7.47	18	4	—	—	741	747	15	10	412	172	412	198	59	

Bloomfield EXH 1
FOR IDEN.
~~IN EVD.~~ DATE 11/23/76
SHARON MACKINTOSH

November 10, 1976

From: J. F. Bloomfield
To: J. J. Jagnow
Subject: Line 3 T/S 11/9-10/76 and delay to Train 82 11/10

At 10:45PM on November 9, 1976 ASM E. Harris advised ASM J. J. McKenna. At that time I heard Mr. McKenna tell Mr Harris that Line 3 would be taken out of service between 11:00PM and 7:00AM. He also showed Mr Harris a note he had written detailing this information. I also reminded Mr Harris that Line 3 should be taken out of service, before I left the office.

Train 489's equipment turned for train 82 on track 17. I spoke to the engineer, J. A. Glover that brought train 489 in on 11/9/76. He stated that he is accustom to having to pull his train west on 17 to clear for Line 1. He did not receive any communication by radio or on the station PA to do so and he made a normal stop.

The men that worked "A" tower and "C" tower last night are off and I could not question them.

Car Movement Bureau indicated to me that train 82 was delayed 11 minutes, ~~on~~ train 1011

was delayed 10 minutes and Train 195, 9 minutes
leaves. Line 3 was taken out of service and
Train 82 was not in a position to go direct
The times shown for Train 1691 on the
Stationmaster sheet show only a 5 minute
delay and for 195 a 4 minute delay. This
delay is based on the time shown by
field being correct.

The Block sheets in "C" tower show 1691
moving at 12:55pm and 195 arriving at 12:57.

Yardmaster E. Fehr and J. Shaw are
going to send you statement that indicate
that Mr Harris was notified by E. Fehr
that Line 3 was going out of service after
Train 4 departed.

Mr Harris was told by me to give you
a complete write up before he goes home

J. P. Blomfield
ATM

A.785

November 11, 197..

From: J.R. Bloomfield
To: J.J. Gagner
Subject: A.S.M. & Harris - Insubordination

When A.S.M & Harris reported for duty at 11:00 PM November 10, 1976 I questioned him about the delay to train no. 82 on the morning of Nov 10, 1976. He stated that Line 3 had removed from service without anyone informing him that it would be taken out at that time. He stated that no one informed him that it would be taken out of service after train departed.

I told Mr Harris that he would have to write a detailed report of the circumstances leading up to the removal of Line 3 from service, why train no. 489, which turned for train 82 had not been pulled west to go Line 1. I told him to explain why trains 1691 and 195 were delayed.

Mr Harris was told that it was important that you have this reports first thing in the morning of November 11, 1976 and that he not to go home until it was done. I will give him the paper to write the report.

J.R Bloomfield. ATM

Bloomfield EXH
FOR IDEN
~~IN EVD~~ DATE 11/23/16
BARON MACKINTOSH COURT

A-786

FROM J J GRYNOR, TERMINAL SUPT
TO L.W. DIXON, ASST SUPT TRANSPORTATION
SUBJECT RELEASE EE HARRIS OF HIS DUTIES AS AN ASSISTANT STATION MASTER.

NOV. 11, 1970.

Mr E.E. Harris arrived at the village station office here in New York at 1050 hrs. I asked Mr Harris for the writeup I had requested from him last night, in regard to what had transpired in the village to trains #82, 1691, 195, and 1662. He told me that he was to busy last night to give me the writeup explaining these delays. I asked him did Mr Bloomfield tell you to make this writeup before you go home. He said yes. I told him being part of management we have to extend ourselves once in awhile and stay and take care of our responsibilities. But you left when your relief arrived. He did not answer me. Did you not call Mr Rogerson this morning and tell him you would make this writeup at home and bring it up to me tonight. He said yes. I asked him why he did not make the writeup. He told me he went to the dentist and had

more important things to take care of.
I then asked him to tell me the
reason for these delays. He told me it
was because "A" tower had taken out
Lever #3 at 1241 am Train #62 leaving
I asked E.C. Harris was he not informed by
J. Bloomfield ATM and James McKeown ATS
that Lever #3 would be taken out of service
at some time between the hours of 11 pm & 7 am
He said yes. I asked him Do you think it
responsible to talk to "A" tower to find out
it just about what time they will take the
train out. Being aware already that it would
taken out sometime after 11 pm. He said yes. I
asked him did you call "A" tower to discuss
any arrangements there the train would be taken
out. He claims he tried once but "A" tower did
not answer. I asked him how come you did not
keep after "A" tower to get this information. He said
he was too busy. I asked E.C. Harris if he made
any attempts to contact trains #489 or #1691 to pull
all the way west on tracks #17 & #16 so they were
running. He said no. Because Lever #3 was taken
out by signal at 1241 am and did not know anything
prior to this. I told E.C. Harris that #1691 came
[illegible] #17

Stop boy you did not notify him to pull out
He did but gave me an answer to this question.
But just stood at me. I told C.C. Horne
that we have spoken to Goodmarten E. Lehr
and "C" tower and they tell us now where
made repair at approximately 2:05 PM. He replied
to Lehr that train #82 would be the first train
to go out line #1. I told him #69 and the rest
of the trains coming in to pull west of the signal
in tracks #16 + #17. At this he said C. Lehr was
a liar he did not call him. I told him that
C. Lehr tell you that after train #420 left P. he
would take line #3 out of service, and the block
operator at "C" tower told you also that after train
#420 departed line #3 would be taken out of service.
He said they were all liars. I told Mr.
Horne that I thought he was incompetent
an carry out his responsibilities as an assistant
superintendent. That his attitude towards his job
as part of management left a lot to be desired.
All of this discussion was witnessed by
S.E. Bloomfield ATM. At 11:05 P.M. I told Mr. Horne
he was relieved of his duties as a assistant superintendent
and to exercise his rights as an a usher. To contact
Mr. Magarette Trainmaster manager so that he could

as he wish as an usher. He told me he would
like any such thing. The partial statement he gave
Mr Hume was that Mr Hume told him he feared
they will put me back again". At this point
I told Mr Blomfield to go outside to get James
McKenna who was outside helping with the
expense of our getting the crowd from the Court
House. I continued on as the room was
full to extent of Eng. attempted to come in
and release him until the room was come to order.
James McKenna had been working since 3 o'clock P.M.
Blomfield released McKenna outside by the gates
so that he could come back to the office to continue
working on the material statements until Mr Eng
could get in to release him.

Joseph J. Geyer
Terminal Supt. NY

James C. Blomfield
Asst Transmitter

THE LONG ISLAND RAIL ROAD

OFFICE OF ASSISTANT SUPERINTENDENT - TRANSPORTATION OPERATIONS

September 16, 1975

From: L.W. Dixon

To: Memo for File

Subject: Disqualification of Managerial Employees

NAME	IBM NO.	DATE OF SERVICE	DATE PROMOTED	POSITION	DATE DEMOTED	REASON
J.J. Dolmat	10747	April 21, 1950	June 26, 1968	Train Disp.	December 29. 1971	Unsatisfactory Per.
J.B. Howell	11411	June 3, 1966	October 29, 1969	Train Disp.	June 6, 1973	Unsatisfactory Per.
D.C. Roberts	19518	June 17, 1960	March 15, 1972	Train Disp.	June 6, 1973	Unsatisfactory Per.
A. Lines	16723	July 9, 1963	September 28, 1966	Train Disp.	February 21, 1973	Unsatisfactory Per.
J.M. Roman	13341	October 25, 1945	December 20, 1971	Asst. Trnmstr.	April 5, 1972	Unsatisfactory Per.
L.E. Satter	10986	March 30, 1964	April 26, 1972	Asst. Supvr. Trn. Mvts.	November 13, 1972	Unsatisfactory Per.
R.E. Drumm	10653	May 12, 1949	April 1, 1970	Asst. Trnmstr.	December 31, 1974	Failing to qualify
F.B. Smith	13833	May 12, 1942	December 3, 1969	Asst. Trnmstr.	December 3, 1972	Insubordination
J.A. Cossman	18658	August 21, 1957	August 6, 1969	Asst. Road Frmn.-Engs.	December 4, 1972	Insubordination
R.G. L'Hommedieu	12285	September 7, 1953	April 2, 1969	Asst. Road Frmn.-Engs.	December 4, 1972	Insubordination
R.L. Schluter	12330	June 17, 1946	March 1, 1967	Asst. Road Frmn.-Engs.	December 5, 1972	Insubordination
L. Matarazzo	18993	September 8, 1958	December 3, 1969	Road Frmn - Engines	December 4, 1972	Insubordination

A-790

NAME	IBM NO.	DATE OF SERVICE	DATE PROMOTED	POSITION	DATE DEMOTED	REASON
C.R. Dunne	12266	June 13, 1946	May 21, 1969	Chf. Air Brk.Exam.	December 4, 1972	Insubordination
S.C. McCloud	12302	August 27, 1946	May 7, 1969	Road Frmn.-Engines	December 5, 1972	Unsatisfactory Per.
R.R. Thomas	12344	July 5, 1955	June 22, 1966	Asst. Road Frmn.-Engs.	December 4, 1972	Insubordination
M.J. Sichinolfi	12088	December 27. 1939	March 6, 1968	Road Foreman-Engines	December 4, 1972	Insubordination
J.E. Kelly	19749	June 9, 1961	June 23, 1970	Air Brake Examiner	December 4, 1972	Insubordination
F.J. Mott	15393	November 24, 1948	May 1, 1969	Asst. Trnmstr.	January 21, 1970	Unsatisfactory Per.
E.D. Lawrence	10478	October 23, 1941	June 25, 1969	Asst. Trnmstr.	March 10, 1971	Unsatisfactory Per.
L.F. Duryea	14166	March 15, 1967	September 16, 1970	Wage Examiner	February 26, 1963	Unsatisfactory Per.

L.W. Dixon
Assistant Superintendnet - Transportation Operations

A-791

Gaynor (pltf) EXH C FOR IDEN. IN EVD. DATE 11/23/76 SHARON MACKINTOSH S/n

JAMAICA, NEW YORK, WEDNESDAY, NOVEMBER 10, A9792

J.C.WALDER, L.W.DIXON, N.E.STEELE, J.J. GAYNOR, W.J.ALLEN, file;

At 12.44 A.M., ASM E.Harris in New York called to complain that Conrail had taken line #3 out of service at leaving time of No.82, and that No.82 was being delayed due to drill crew making reverse move behind 8R signal on track #17, to operate line #1. Upon notification of this information I contacted 40 office, and talked to TM Lavelle who had an entirely different story. Mr. Lavelle stated that the Operator at A tower notified LIRR Yardmaster E.Lehr at 12 Midnight that line #3 would be out for track work. I questioned E.Lehr and he confirmed what Lavelle had said. Yardmaster Lehr also reported that right after A tower notified him of track work, he gave C tower Opr. and ASM Harris, the line up of trains to operate line #1, starting with train No.82 Yardmaster Lehr also informed ASM Harris to notify all westbound trains to pull west to clear behind signal. This was confirmed by C tower operator V.Cavitillo and Conrail signal maintainer D.Warnock, who was in C tower at the time

Due to ASM Harris failing to notify No.489 to pull west, No.82 was delayed 11"mins., No.1691 delayed 10"mins. held for track, and No.195 delayed 9"mins. behind No.1691.

J.C.Tietjen

Chief Train Dispatcher

A-2793

Jamaica, New York, Wednesday, Nov. 10, 1976

No.1

R.K.PATTISON
J.TAYLOR
J.C.VALDER
W.C.GAGE

R.J.WARNCKE
G.THUNE
R.E.PETERSON
J.D.WOODWARD

T.P.MOORE
P.A.BLAUVELT
D.O.EISELE
G.M.ONKEN

LIPD CAPT.COCK
FILE

LIRR PASSENGER TRAIN

PERFORMANCE REPORT

	TRAINS SCHEDULED		TRAINS OPERATED		LATE ACCT SCHED MofW WORK	LATE* REV. TRNS TODAY	% ON - TIME* REV. TRAINS		5 DAY AVG. REV. TRAINS	
	EQUIP	REV.	EQUIP	REV.			TODAY	PREV. DAY	AVG. LATE	% ON TIME
EAST										
WEST										
TOTAL										
DIESEL										
MU										

* Excludes trains delayed account MofW work.

MONTH TO DATE _____%

12.01 A.M. Tape changed and dated.

12.41 A.M. NEW YORK - ASM Harris reports line #3 out of service for Conrail MW work.

5.00 A.M. New York - ASM Harris reports line #3 in service.

12.52 A.M. NEW YORK - No.82 delayed 11 mins. due to ASM Harris failing to notify No.489 to pull west to clear signal, to operate line #1, from #17 track. No.489 (equipment for No.82) arrived on track #17 at 12.24 A.M. R.C.Hill notified.

5.05 A.M. NYCFD and Medical Emergency phones tested and working properly.

J.C.TIETJEN

SIDE #1

SATTER - 204
HARRIS - ASSISTANT STATION MASTER
SEPTEMBER 16, 1976
3:09 A.M.

CHANNEL 9

Shearer: Hello, can I help you?

Satter: Who's this?

Shearer: Shearer.

Satter: I'm looking for the Assistant Station Master, where's Harris?

Shearer: Right here, hold on.

Harris: Hello, Harris speaking.

Satter: Harris? Satter.

Harris: Who's this?

Satter: Satter.

Harris: Yeah, Satter.

Satter: Listen, I got a delay sitting in front of me, 1605, 13 minutes late, F Tower waiting for signal operate line 3, account number 803, ahead in the block.

Harris: 1605?

Satter: Yes, 13 minutes late getting into New York.

Harris: Getting into New York.

Satter: Right.

Harris: When was that, tonight?

Satter: 16> Right now.

Harris: Okay, hold on, hold on. (pause) Hello?

Satter: Hello.

Harris: I'll have to check that out.

Satter: Why?

Harris: Check it back.

Satter: Are you aware of the fact that there's a manual block on line 3?

Harris: Sure.

Satter: You are...
When train 803 was report~~ing~~ed by Harold at 2:22, why wasn't A Tower rung and asked to put 1605 in on line 2?

Harris: Why wasn't A Tower rung?

Satter: Why didn't somebody get in touch with A Tower and tell them because of the proximity and closeness of the trains that you want 1605 to come in ~~on~~ 2? I mean, that's what we're paying you over there for, to keep our trains not late, but on time.

Mike cuts in and says:

Hello 204, what was this I'm coming in and my going in on line 1 and 2...

Satter: Hey Mike, Hey Mike...

Mike: Yeah?

Satter: Hey Mike, back off. When I want you I'll ring you, until then, you stay off the phone.

Harris: Hey Satter.

Satter: Yeah.

Mike: Hey Lou, I have 40 office on the phone and they want to know what's going on, so I want to find out what's going on.

Satter: Mike, I'll talk to you when I get done with Harris.

Harris: Yeah, and I'm doing some work over in PD4.

Satter: What are you doing at PD4?

Harris: Doing work at PD4, putting staples into programs and yard sheets for...

Satter: That's not important.

Harris: This is important because my superior asked me to do it, he asked...

Satter: and (garbled)

Harris: Right.

Satter: What you're telling me is that it's more important for you to put staples into station sheets than it is for you to be there observing your job?

Harris: What I'm telling you is that I'm doing as my superior asked me to do.

Satter: What time did he tell you you had to have it done?

Harris: And wait a minute now, you're asking me questions, now you wait on answers.

Satter: Don't give me any of your lip pal.

Harris: I'm giving you my lip because you're giving me lip and I'm getting tired of this office and everyone and every little...

Satter: Every little....okay

Harris: ...bit of racism pouring into this station on this nonsense...

Satter: Racism, where's the racism, there's no racism, no you're making a big mistake Harris.

Harris: I'm not making any big mistake.

Satter: I'm asking you a question.

Harris: I'm not making a big mistake.

Satter: Don't argue with me, you are.

Harris: I'm not arguing with you. You are speaking to me and I am speaking to you.

Satter: Good.

Harris: Alright, we're both men.

Satter: Now I want to know from you what was so important and what was so time consuming and pressing that you had to put staples in when you got trains running that close and you know they're running that close and you know that A Tower doesn't know up from down and you know you're going...

Harris: Why doesn't A Tower know up from down?

Satter: ...and you know that you're going to get a delay on...

Harris: Why doesn't A Tower know up from down?

Satter: Well I'm sitting here with a delay on my hands for 13 minutes...

Harris: Yes.

Satter: ...and if the supervision that was assigned over there was in the office I wouldn't have a 13-minute delay, would I?

Harris: Why wouldn't you have a 13-minute delay?

Satter: Because I would expect...

Harris: A Tower has a train director there, right?

Satter: Yes, and I would expect you to ask him...

Harris: and I have a man sitting in this office checking to...

Satter: What is his job?

Harris: ...the trains coming in here.

Satter: What is his job? He is the usher?

Harris: He is the usher.

Satter: and you're Assistant Station Master?

Harris: That's right.

Satter: Is the usher thoroughly familiar with the Book of Rules?

Harris: He is familiar with what's happening in this station.

Satter: Is he thoroughly familiar with the Book of Rules?

Harris: He is familiar with what's happening in this station.

Satter: You're not answering me...
Does he know that there is a manual block on line 3?

Harris: He knows.

Satter: He knows now.

Harris: and the yardmaster knows this.

Satter: Yes, but I'm asking you...

Harris: The yardmaster assigned these trains to come in that way.

Satter: No he didn't.

Harris: Yes he did.

Satter: No he didn't. He never assigned that train line 3. You're not going to sit there on your best day and tell me he did.

Harris: The yardmaster assigned these trains to come against traffic...

Satter: Is that right?

Harris: ...in line 3.

Satter: He did, huh?

Harris: He did, now if you listen to him for a second, he'll tell you that.

Satter: When I get done talking to you, I might listen to him, meanwhile I'm still sitting here with a delay and you're telling me you're in PD4 stapling station sheets together when you know if you got into A Tower and you said to him "well look, we'll take 803 on 3 and 1605 on 2" I'll get no delays.

Harris: We do this...

Satter: We do not do it every night.

Harris: ...every day of the week.

Satter: Is that right?

Harris: It's precisely what we have done tonight unless you're going to show me that there is some difference.

Satter: Yeah, I will...

Harris: ...~~that~~ (let Mike) might come in on the phone and tell me he has done something different than he always does.

Satter: Ahuh. All I know is this stinks. Period.

Harris: Now Mike, let Mike Depresso come in on the phone.

Satter: Let me get done with you first.

Harris: All right, now here when line 4 is out this is always been the way we have done things after we got 81 in... it is set up so that 403, 803, 1605 and 83 come against traffic through line 3. Now this has been happening, dawgonnit, before I even...

Satter: No it hasn't.

Harris: ...came into the station...

Satter: ...no it hasn't.

Harris: Yes it has.

Satter: No it hasn't.

Harris: Now you're not telling me because...

Satter: Yes I am telling you.

Harris: ...because as long as I have been working the job, this is what we have done.

Satter: Well, Mr. Harris, I have been in this office for better than 10 years and it has not been done ~~this~~ THAT way. There's always been somebody there to make sure that any trailing moves would be split so that one would go line 3 and one would go line 2 and we would avoid the delays, which is precisely the reason you were supposed to be there...not stapling station sheets together.

Harris: You have a train director at A Tower.

Satter: I know what you have. We have a station master at Penn Station that's there to tell A Tower we're not to take any delay. That's what I'm driving at--- the whole gist of this conversation is that I don't want delays, I want the trains on time and that...

Harris: Yes We all want trains on time, we all want the trains on time...now will you kindly direct some of that energy to A Tower.

Satter: I have already taken care of that with somebody else. What I'm telling you is in the future you better start talking to A Tower because if I get any more delays like this on a Wednesday night, I'm going to write some letters.

Harris: You're going to do what?

Satter: I'm going to write some letters.

Harris: Excuse me, repeat that please.

Satter: I said, I'm going to write some letters.

Harris: Well you write some letters...

Satter: I'm going to...

Harris: I'll write some letters...

Satter: Good.

Harris: I have written some letters, and you better write it to the right people.

Satter: Ring the yardmaster.

Harris: Alright, the yardmaster is right here listening, I'm sure.

TIETJEN - 204
CHUDILLO - 40 OFFICE
NOVEMBER 10, 1976
12:44 A.M.

CHANNEL 9

Tietjen: Hey Pete, who is the train master in charge down there tonight?

Chudillo: Who's this, please?

Tietjen: Jack Tietjen, 204.

Chudillo: What's the matter, pal?

Tietjen: I have problems down at A Tower, departure time of 82, they take line 3 from under it. We usually work together on these things, we only have one drill crew down there. If we had notice, we would have made arrangements.

Chudillo: It's on the business slip, pal, that line 3 is going out today.

Tietjen: Yeah, but to do it right when the train is due out -- couldn't they wait until 82 left and then take it out behind them?

Chudillo: Did you speak to A Tower?

Tietjen: I didn't speak to them, I just got called from New York now.

Chudillo: Why didn't you speak to them first? Maybe there were other circumstances that you didn't know about.

Tietjen: This is all that I heard, Pete.

Chudillo: We'll call you back, Tietjen.

Tietjen: See what you can do, maybe we can let 82 go out first.

HARRIS - ASSISTANT STATION MASTER
TIETJEN - 204
NOVEMBER 10, 1976
12:43 A.M.

CHANNEL 9

(BACKGROUND NOISE) T. WHAT'S THE MATTER?

Harris: Hey, Jack, this is Harris. A Tower decides at the departure time of train 82 to take the line out. TRAIN 3 ...? H: Line's ~~a lot~~ out so now we have to pull her west and get her in line to go out with line 1.

Tietjen: Did they take line 3 yet?

Harris: Yes, that's what he said, taking it out. I asked him why he did it, ~~he just said taking line 3 out.~~ HE SAID. YOU DON'T ASK ME. I JUST TAKE IT ...

Tietjen: What's the number down there? YOU KNOW IT OFFHAND?

Harris: I don't know.

Tietjen: I will call 40 office.

HARRIS: OKAY.

TIETJEN - 204
HARRIS - ASSISTANT STATION MASTER
NOVEMBER 10, 1976
12:48 A.M.

CHANNEL 9

Harris: Hello Jack.

Tietjen: Yeah, hello Eddie.

Harris: Did you ring?

Tietjen: YEA, What track is 82 on?

Harris: 82 is on 17 and easing, NO HE'S not leaving yet, HE'S moving up to the signal behind a Penn Central train.

Tietjen: Operating line 1?

Harris: He's GOTTA ~~should~~ go out line 1. This guy is right on the dot departure time, he took the line out ~~12:41~~.

Tietjen: 12:41? AT 12:41 Did you have any previous notice? DID EDDIE HAVE ANY PREVIOUS NOTICE?

Harris: He did not give me any previous notice at all.

Tietjen: But was there a program that line 3 was going out?

Harris: OH Yeah, line 3 going out.

Tietjen: What time did the program say it's supposed to go out?

Harris: The program says as far as 11 o'clock. BUT THEY DON'T STICK TO THAT They leave me a note, not a program, just a note on a paper here.

Tietjen: That any time after 11 we have to be prepared to operate line 1?

Harris: Yeah. Generally this IS SOMETHING THAT IS ~~used to be~~ talked through between the yardmaster and * between me and A Tower. BUT HE A Tower doesn't address itself to me at all. AND ANYWAY Usually speaks to the yardmaster and Eddie said he was going to take it out after this guy 41. No one expected him to take it out now, right on the time and they do have a schedule up there.

* CONSTANTLY IT USED TO BE TALKED THROUGH

Tietjen: It says 11 o'clock and we have to expect that they will take line 3 out anytime after 11 o'clock.

Harris: They don't speak to me at all anymore, Jack.

Tietjen: ALONG, Let me call Eddie.

TIETJEN - 204
HARRIS - ASSISTANT STATION MASTER
LEHR - YARDMASTER
NOVEMBER 10, 1976
12:51 A.M.

CHANNEL 9

Lehr: I'll be on in a minute.

Tietjen: Hello Eddie.

Lehr: Yeah. Track program, yeah, alright. He didn't hear nothing at all at 12 o'clock so at 12:15 they were ready so we let 400 go out. He took it out at 12:21, in the meantime the track -- no one said anything about 17 being clear to go out line 1 until it was leaving time. Now I told everybody, I gave a line to Harris, about line 1 going out after 400 leaves and there is nobody. I even mentioned it to the tower that if it was not in the clear, to let me know. So at leaving time they decided to let me know that it was not in the clear. What am I going to do?

Tietjen: Who was not in the clear, Eddie? Which train was not in the clear?

Lehr: 489. Line 3 on 17, nobody mentioned anything to me about it until it was leaving time.

Tietjen: 489 came to you on line 3?

Lehr: No, line 4, I gave up line 3 after 400 left.

Tietjen: At 12:21?

Lehr: That's right.

Harris: No one told me anything about it.

Tietjen: Harris, what's this you say they take out line 3 right at 12:41? That's wrong. (REPEATED)

Harris: Yes, they did. As far as I knew, Jack, they did. No one told me anything.

Tietjen: You have to work with the yardmaster down there.

Harris: I know, but the yardmaster didn't tell me. ~~He is going to say he didn't tell me anything.~~

Lehr: At 12 o'clock he didn't hear nothing as yet, then he told him after 400 left he could have line 3 out. He said okay, but I guess he didn't get the fellows ready until that time.

Tietjen: Alright, that at 12:41 you got to figure 82 operat~~ing~~ line 1 and have him set up for it.

Lehr: I had him set up. I told everybody I ran him on 17. I asked tower to let me know if he is in the clear or not, nobody lets you know ~~if it's alright to leave~~ until it's time.

Tietjen: And he was not behind the signal?

Harris: No, he was not behind the signal.

Lehr: It was not.

Harris: This is the first time I am hearing that it was out after the 12:21. No one said anything to me about it.

Lehr: That's what I told A Tower, he can have it after that, but he took it out when he got his other trains out.

Tietjen: Well, Eddie, you have to tell the station master too.

Harris: Right, this wasn't told to me at all.

Tietjen: He's got to make arrangements too for the train.

Harris: Of course, it's the most important, we are handling passengers here.

Tietjen: Who pulls the train west to clear the signal? The drill crew?

Harris: He sent the drill crew over after we were told ~~the~~ leaving time, dawgonnit, that the train --

Tietjen: Who sent the drill crew over?

Harris: Eddie sent the drill crew over.

Lehr: I did.

Harris: After C Tower finally told us that...

Tietjen: There's a lack of communication - nobody ~~told~~ tell C Tower that 82 is operating line 1. You guys better get together down there and let everybody know that 82 is going to be the first train operating line 1.

Harris: Right.

Tietjen: Well, nobody did that.

Harris: That's right, nobody did this, I didn't even know this.

TIETJEN - 204
ROMERO (or LAVELLE) - 40 OFFICE
NOVEMBER 10, 1976
12:54 A.M.

CHANNEL 9

Romero: Hey, Jack, Romero, New York. We want to straighten something out here about these tracks in New York. We do not mind doing business with Harris.

Tietjen: Right.

Romero: He is just a station master, and nothing else, he has nothing to do with the movement of trains, or anything else.

Tietjen: After speaking to the yardmaster, I got a little different story.

Romero: How come, Jack, this is what I am trying to tell you. There are different circumstances -- did you know that arrangements were made with A Tower to take line 3 out? He spoke with yardmaster at 21 track.

Tietjen: At 12:21?

Romero: Right, didn't you know that?

Tietjen: And the yardmaster never said anything to -- the yardmaster said anything to C Tower or the drill crew.

Romero: You have an extra drill crew down there, did you know that?

Tietjen: Right, we always have one when the line is out.

Romero: We took it out, did you know that line 1 was fouled by your 17 track?

Tietjen: And they never pulled it west...

Romero: Right, you're screaming and you don't even know the circumstances. This is why I asked you why didn't you speak to A Tower first then you get a different picture cause these guys ain't giving you the right picture when they talk to you, especially this guy Harris.

Tietjen: He didn't even know what the hell he was talking about.

Romero: This is the third time we've had trouble with him within the last month, and it's always the same thing, he doesn't understand what's going on; we didn't deal with Harris. He is a station master. If he has any problems, go over to you or go over to 21 track and have those people talk to him. We do not want to bother with him.

Tietjen: Yeah, what it was was a combination, yardmaster never told anyone about it either.

Romero: Well, you get after the yardmaster and rip his ass out.

Tietjen: I just did.

Romero: And C Tower was also at fault long after 400 got out of there.

Tietjen: Did C Tower know about it?

Romero: Sure he knew about it.

Tietjen: Who was working C Tower?

Romero: I don't know, but according to Segreto in A Tower, he told the two of them about it, but C Tower didn't do anything to interfere and make him pull it up.

Tietjen: C Tower sits on his thumb seeing that the train is not west of the signal.

Romero: Right.

Tietjen: For Christ's sake.

Romero: He was not west of the signal and did not pull him up.

Tietjen: Right, okay.

Romero: You lost another one.

Tietjen: Thank you.

TIETJEN - 204
LEHR - YARDMASTER
NOVEMBER 10, 1976
12:58 A.M.

CHANNEL 9

Tietjen: Yeah, Eddie.

Lehr: We told this guy to pull the train west and he's not pulling them west and I have been making moves here, for Christ's sake to get shop cars out of these trains and now I got nobody now.

Tietjen: You got two drill crews there, Eddie.

Lehr: I got them working on the shop cars. I told this guy upstairs, 12 o'clock to pull everything west.

Tietjen: Who did you tell?

Lehr: I told Harris when I gave him the line up over where these trains were going to. I also told the tower that line 3 is going out -- I got the tower. So everybody is trying to put the blame on the yardmaster.

Tietjen: Well, god damn it, Eddie. If you were told the thing was coming out at 12:21, then you should have made arrangements with the train crews to pull the god damn trains west.

Lehr: Well, I didn't know it was fouling, I told them upstairs and they generally pull them west.

Tietjen: 1691 got 10 minutes sitting outside waiting for the signal. What track was he supposed to go in on?

Lehr: 16. Alright, from now on I will send every crew over and sit there until the trains come in and pull them west.

Tietjen: That's right, they got to.

TIETJEN - 204
CIVITILLO - "C" TOWER BLOCK OPERATOR
(SIGNAL MAINTAINER - SM)
NOVEMBER 10, 1976
1:08 A.M.

CHANNEL 9

SM: C Tower, signal maintainer.

Tietjen: Let me speak to the block operator, please.

SM: Hang on a minute. C: Hello, C Tower.

Tietjen: Who is this please?

Civitillo: Who is this?

Tietjen: This is LIRR Chief Dispatcher.

Civitillo: Do you have a name?

Tietjen: Mr. Tietgen, what's your name?

Civitillo: Vinnie Civitillo. Hello, can I help you? I am on the phone.

Tietjen: How do you spell your last name Vinnie?

Civitillo: Okay, Mr. Tietjen, could you please deal with 40 Office please. I am in the bag right now. I got to handle some paperwork. I'll be glad to talk to you later.

Tietjen: What I want to know, Mr. Civitillo, is why you didn't pull 82 west.

Civitillo: Mr. Tietgen, for one, I could not pull the train west. It is not my job to pull it west. My job is to get this train into the station. Now I got it in here close to on time. It was by Harold at 12:18 and I got it in here at 12:24. Now, the way the train platforms is none of my business, it didn't stick off the platform; it was in the clear of my interlocking. The only thing that wasn't in the clear was my two cross-over switches in the platform itself to cross them over toward J.O. That is all I can tell you.

Tietjen: Vinnie, I will put it to you straight. This is what I want to find out. I understand that you knew that 82 was operating line 1 at about 12:21, okay?

Civitillo: Did I?

Tietjen: This is what I understood from the Yardmaster.

Civitillo: The Yardmaster?

Tietjen: And A Tower told you that they were taking line 3 out around 12:21.

Civitillo: A Tower told me that they were going to take out the train at around 12:21?

Tietjen: Line 3.

Civitillo: That's news.

Tietjen: When did you find out that line 3 was coming out?

Civitillo: Gee, I couldn't tell you. I don't know. All I know is that I had to make paperwork to put the damn tunnel out at 41.

Tietjen: The reason why I am asking you this is that if you knew it at 21, Vinnie, and you knew that 82 was going to operate line 1, all you had to do is tell somebody like the Yardmaster, "Hey, that 82 is east of the signal, give me a pull up on him or get a drill crew over there."

Civitillo: The Yardmaster was telling the Stationmaster when the train was reported to make sure that the train gets, the engineer or the motorman, whatever you want to call him, gets told that he has to pull this train west. I heard that so (garbled) the job is covered right there.

Tietjen: He told the Stationmaster?

Civitillo: Yeah, I heard that myself. This is normal routine garbage. Every time everybody says something to the Stationmaster to pull these damn trains west, they never get pulled west. They always block and foul.

Tietjen: Okay, Vinnie.

Civitillo: Right.

Tietjen: Thank you.

RUBIN - BRAKEMAN (CONDUCTOR OF #1602)
ABLE - CREW DISPATCHER
NOVEMBER 10, 1976
1:11 A.M.

CHANNEL 6

Able: Hello, Able.

Rubin: This is Trainman A. J. Rubin. I'm ~~at~~ in Penn Station now on Job 1602. Could you tell me who the Conductor is. We have three brakemen on the job.

Able: What job is it?

Rubin: Number 97, sorry about that.

Able: Well, you're running the job.

Rubin: I'm running?

Able: What, is Joe Gallagher there?

Rubin: No, he must have laid off then. Who's the guy that you called to..was that the guy who was originally marked up for the job, Joe Gallagher?

Able: Yeah.

Rubin: Well, I guess he laid off or something cause you have three brakemen here.

Able: Let me just see if I can scrutinize this thing. Joe Gallagher was marked up on the job as a Conductor.

Rubin: Yes.

Able: Right, now who else is there? Joe Maddux should be the only one there, the only extra man there.

Rubin: Right.

Able: Now, who else is there?

Rubin: Well, that's the extra man, that's it, we got the regular, I'm the...

Able: I'm the Conductor so we got the conductor and two so you got three men in all, right?

Rubin: Okay. So I guess I'm elected then.

Able: Right, you're running the job.

Rubin: Okay.

Able: Right.

Rubin: Take it easy.

SIDE #2

TIETJEN - 204
LEHR - YARDMASTER
NOVEMBER 10, 19.6
1:11 A.M.

CHANNEL 9

Lehr: Hello, Lehr:

Tietjen: Eddie, Jack Tietjen.

Lehr: I want to talk to you. Are we on any buzzer?

Tietjen: Yes, we are on a buzzer, but it's on that 2905, it is on your direct line.

Tietjen: I talked to C Tower.

Lehr: Just a minute. (BACKGROUND NOISE) Yeah, Jack, yeah.

Tietjen: I was just talking to C Tower, and he says that it was news to him that he was told at 21.

Lehr: Yeah, yeah, I am telling you I gave that line 3 was going out.

Tietjen: He says he heard you tell Harris (outside conversation) for the pull up.

Lehr: It was an ordinary thing that was going on, I gave him the line up.

Tietjen: Well, what time was that?

Lehr: About, well let's see, about near 12:00, and then I called back at A Tower; I put a 193 in on after 19 got in.

Tietjen: Did you tell him that 17 needed a pull up 489?

Lehr: Yeah, I told him that the trains gotta go west, that line 3 was going out.

Tietjen: And he answered you because Vinnie backs you up on that.

Lehr: I know, this guy is...

Tietjen: Well, what time do you tell him? Was it well before the train was due out?

Lehr: What? 82? Sure. I even got it in there. I ran 802 off of 15.

Tietjen: What time do you figure you told Harris?

Lehr: Oh, about 489?

Tietjen: Yeah, being pulled west.

Lehr: Well, before the train even, when I gave him the line up where 82 is going to go off of 17.

Tietjen: That was around what, 12:20?

Lehr: Even before that.

Tietjen: And you told them 489 was gonna need, they all need pull ups.

Lehr: Right. Now 1691, we are having trouble with him now. They find out now that he isn't in the clear. He's out on time, tough, I think. He is having trouble with the doors. That is what I want to tell you before we get into this other story. 1602 now. So nobody lets me know that they are not in the clear, that is the main part, until it is leaving time. That is what gets me. Nobody knows. They tell the train to pull west. The guys pull west and they stop and nobody says a darn word until leaving time and then they tell me - "Hey, 17 is not in the clear, 16 is not in the clear."

Tietjen: Alright. But it's whose job to get these trains pulled west, Eddie?

Lehr: Well, mine is. But I mean I figured he told the engineers to pull west so I figured they would get in the clear. Now isn't it up to the tower to tell me that they're not in the clear when he stops? That is what I am getting at. I mean I don't know if they are in the clear or they are not. I mean if I go over there and pull them...

Tietjen: Yeah, but, I know Eddie, but you just got finished telling me that all of these trains need pull ups.

Lehr: Yeah, they gotta go up to the signal.

Tietjen: All of them need pull ups west so that they clear the signal. The hanger signal.

Lehr: Yeah.

Tietjen: So if that is the case...

Lehr: So if that is the case, now I will put a man every time a train comes in, I will put a man right over there; as soon as the people get out, I will pull them west.

Tietjen: Yeah, but it's also the Stationmaster's job to get these god damn engineers on the phone.

Lehr: Yeah, well he don't do it all the time; he is worried about something else, but that is what I will do from now on. As soon as the train comes in, I will send a man right over. As soon as the people get out, I will pull it west, then I know I am protecting myself.

Tietjen: Because they got to be pulled west.

Lehr: I know that.

Tietjen: Vinnie said he heard you tell him to pull 489 west.

Lehr: Right.

Tietjen: What time did 489 get in there? Do you know?

Lehr: Well, he is due in at 12:22.

Tietjen: About 12:24?

Lehr: Hold on a minute. (Inaudible) Yeah, 12:24.

Tietjen: 12:24 and that is around the time he was told to pull them west?

Lehr: Right.

Tietjen: Okay, I am going to burn this son of a bitch.

Lehr: Alright.

Lehr: Alright, I will tell you what I am going to do now.

Lehr: (cont'd) From now on, as soon as the train gets in over there, I will send a crew right over and as soon as the people get out, I will pull it west and I am going to protect myself. They don't let you know nothing around here.

Tietjen: We got 11 minutes on 82.

Lehr: Yeah, you are probably going to get something on 1602 now. I don't know what's happening over there.

Tietjen: Alright, call me on the delays on this, okay, Eddie?

Lehr: Okay.

TIETJEN - 204
LAVELLE - 40 OFFICE
NOVEMBER 10, 1976
1:16 A.M.

CHANNEL 9

Tietjen: Hello.

Lavelle: Jack?

Tietjen: Yeah.

Lavelle: Lavelle, New York.

Tietjen: Right.

Lavelle: We have an operator down at C Tower who is a damn good operator.

Tietjen: He is.

Lavelle: This guy Harris is trying to throw all the blame on him.

Tietjen: Ain't happening, I'll tell you right now, it ain't happening.

Lavelle: Well, he has nothing to do with it and the thing is the kid is all upset now over it.

Tietjen: No way it's going to happen, cause Mr. Harris...

Lavelle: (inaudible) The man was standing there and he was listening to them tell him to pull the train up. Harris didn't even get on the radio with the train to tell them to pull it up.

Tietjen: Not only that, but Harris got the lineup from the yardmaster at 12 o'clock that there is track work and that 489 and all of these trains need pull ups. So Mr. Harris is going to have a little bit of comeupance.

Lavelle: Alright, Jack.

Tietjen: Tell Vinnie not to worry about it; it's not his fault.

Lavelle: No, he's a damn good kid.

Tietjan: Righto, he's a damn good operator.

TIETJEN - 204
HARRIS - ASSISTANT STATION MASTER
NOVEMBER 10, 1976
1:22 A.M.

CHANNEL 9

Tietjen: Hello, Tietjen.

Harris: Yeah, Jack, 1602 left here five minutes late. You had three brakemen assigned to that job. The third brakeman was moved up without having been told that he was moved up to conductor and he came up at leaving time to find out.

Tietjen: Okay, are you notifying these westbound trains on the pull up?

Harris: Yes. (Inaudible) noise)

Tietjen: Okay, make sure they are all notified.

Harris: Roger.

A- 821

HARRIS - ASSISTANT STATION MASTER
SATTER - 204
NOVEMBER 11, 1976
4:01 A.M.

CHANNEL 9

NO TRANSCRIPT

A-822

HARRIS - ASSISTANT STATION MASTER
SATTER - 204
NOVEMBER 11, 1976
6:06 A.M.

CHANNEL 9

NO TRANSCRIPT

SATTER - 204
DePRESSO - YARDMASTER
SEPTEMBER 16, 1976
(CONVERSATION IMMEDIATELY FOLLOWS CONVERSATION BETWEEN SATTER AND HARRIS ON SAME DATE)
3:17 A.M.

CHANNEL 9

Satter: Mike?

DePresso: Stand by, hold on one (background noise)
Hello 204.

Satter: Mike, call me on 204.

DePresso: Hello.

Satter: Mike, I'm being told by that station master over there that you're ordering these trains in on line 3.

DePresso: I'm not ordering them, how it goes is...

Satter: I know how it goes.

DePresso: I advise them the tracks what to put them in and the normal procedure...

Satter: Where did 403 go?

DePresso: Line 3.

Satter: I know he went 3, what track?

DePresso: 17.

Satter: 17? 3 to 17, where did 803 go?

DePresso: 20.

Satter: 3 to 20, where was 1605 going?

DePresso: Hold on Lou (background noise).
Alright Lou.

Satter: 1605, where did he go?

DePresso: 16. He could have gone line 2 into it.

Satter: Why didn't he?

DePresso: I don't order those moves.

Satter: I know you don't.

DePresso: I was told when I posted the job and learned it, after 81 we run 403 to 83, line 3, reverse traffic. I don't know if it's because of A Tower's convenience or for our convenience, but this is the way it was...

Satter: What track did 1605 go in?

DePresso: 16.

Satter: Went in on 16!!!
Well Jesus Suffering H. Christ! Just look at the fucking layout because 17, 20, 16, man...

DePresso: Ahuh.

Satter: Why couldn't 803 go in on 16 and 1605 go in on 20?

DePresso: Hold it a second...
This guy Harris is breaking my chops, I'm on with him on the central.
Alright, I wanted to say 1605 could have gone in line 2.

Satter: Line 2, yeah.

DePresso: 403 could even have gone into 15.

Satter: Mike, I'm not arguing with you, what I'm saying is, here you got a train goin in on 17, right?

DePresso: Right.

Satter: So he goes in on 17 and here you got the following train going in on 20, right? Meanwhile, this guy is sitting up at F Tower waiting...

DePresso: Oh, I see what you're talking about.

Satter: Now you take 1605 and put him in on 16, why couldn't 403 go in on 17 and 803 go in on 16 and 1605, we're using 15?

DePresso: I could have put him in on 15.

Satter: Why the hell didn't we put him in on 15? You know, you guys are over there, man, I can't do it all from over here.

DePresso: I understand what you mean.

Satter: You know what I mean and the second thing that should have been done is the fact that this fucking 1605 could have went into 82 and gone in on 16 and this guy 803 could have went any fucking place he wanted to. I wouldn't care, you know what I mean, you guys are over there, man, I can't sit on top of it, I can't do it from here.

DePresso: I'm trying to get stuff done here too, but I don't get cooperation either.

Satter: I know.

DePresso: Well, let's face it.

Satter: What kind of cooperation do you need? Just tell me.

DePresso: You see who - why we have as a station master at night, that's one.

Satter: Yeah.

DePresso: And I get the tracks from A Tower, but sometimes you can't go overboard or you won't get 14 from them.

Satter: Alright, now I want to ask you a question.

DePresso: Yes?

Satter: Were you listening to that conversation I was having with Mr. Harris?

DePresso: A majority of the problems, whenever there is a problem, he is not in the station.

Satter: No, are you, were you listening to the...did you hear any racial overtones?

DePresso: Exactly none.

Satter: Alright, that's all, okay Mike.

DePresso: Had nothing - it was all Railroad matter, I could not see him bringing that up.

Satter: Okay.

P.A. ANNOUNCEMENTS
NOVEMBER 10, 1976

CHANNEL 4

12:42 by Assistant Station Master Harris:

Attention to the crew of Train 82, crew of Train 82. Your train will be pulled west. Engineer of Train 82, please remove your keys. The train will be pulled west to go out of line

12:53 by Usher J. Shearer:

The one o'clock train to Long Beach is on Track #15 stopping at Woodside, Forest Hills, Kew Gardens and Jamaica, Valley Stream, Lynbrook, Center Avenue. E. Rockaway, Oceanside, Island Park, Long Beach, changing at Jamaica for Locust Manor, Laurelton, Rosedale, Valley Stream, Gibson, Hewlett, Woodmere, Cedarhurst, Lawrence, Inwood, Far Rockaway, Mineola, Hicksville, Huntington, Greenlawn, Northport, Kings Park, Smithtown, St. James, Stony Brook, Port Jefferson, Track #15. One o'clock train to Long Beach, Far Rockaway, Port Jefferson, Track #15.

12:59 by Usher J. Shearer:

Train to Long Beach, Far Rockaway, Port Jefferson, Track #15. The one o'clock train. The Long Beach, Far Rockaway, Port Jefferson, is now on Track #15. Train #802 on Track #15. The train to Long Beach, Far Rockaway and Port Jefferson, Track #15. The one o'clock train. The Long Beach, Far Rockaway, Port Jefferson, Track #15.

1:00 by Assistant Station Master Harris:

Attention to the Engineer Train 195. Please pull your train west. Pull your train west on Track #17. Crew of 195 please pull your train west.

1:02 by Usher J. Shearer:

The 1:10 train, the 1:10 train to Huntington, Track #16, stopping at Jamaica, New Hyde Park, Merrilon Avenue, Mineola, Carle Place, Westbury, Hicksville, Syosset, Cold Spring Harbor and Huntington, Track 16. The 1:10 train to Huntington, Track #16.

1:09 by Usher J. Shearer:

Close your doors on Track 16.

1:11 by Usher J. Shearer:

The 1:20 train to Port Washington now on Track 17, stopping at Woodside, Elmhurst, Flushing Main Street, Murray Hill, Broadway, Auburndale, Bayside, Douglaston, Little Neck, Great Neck, Manhasset, Plandome, Port Washington, is now on Track 17. Please walk all the way forward on Track 17 for the 1:20 train to Port Washington.

1:14 by Usher J. Shearer:

The 1:20 train to Port Washington is now on Track 17 stopping at Woodside, Elmhurst, Flushing Main Street, Murray Hill, Broadway, Auburndale, Bayside, Douglaston, Little Neck, Great Neck, Manhasset, Plandome, and Port Washington, is now on Track 17. Please walk all the way up forward on Track 17 for the 1:20 train to Port Washington. Please walk all the way up forward.

CERTIFICATE OF SERVICE

I, Ronald M. Hershkowitz, hereby certify as follows:

I am associated with White & Case, attorneys for the plaintiff-appellants in this action. On August 8, 1977, I deposited in the mail at New York, New York, in sealed envelopes with postage fully paid true copies of each of the three volumes of the foregoing Joint Appendix to the Brief to:

Laurence Rubin, Esq.
The Long Island Railroad
Jamaica Station
Jamaica, New York 11435

Dated: August 8, 1977

Ronald M. Hershkowitz

Ronald M. Hershkowitz